

REASSEMBLING
THE REJECTED

adaptive reuse of
pallet car park

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BINDER 02 - process booklet

diploma spring 2024

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Binder 02 contains all the process material for the final project.

Content

	chapter 1 - introduction to the project
[9]	Research question
[10]	Abstract
	chapter 2 - the existing building
[14]	Site
[23]	Historic photos
[37]	Area and area analysis
[46]	The building
[48]	Photos from site visits
[59]	Drawing set
[86]	Construction principle
	chapter 3 - the proposed reuse
[92]	Sketches
[110]	Hierarchy of structural interventions
[126]	Construction model 1:50 w/process
[150]	Artefact model 1:25
[158]	A collection of spaces
[182]	Internal organization
[190]	Drawing set
	chapter 4 - references and sources
[221]	References
[228]	Sources
	appendix
[232]	Sketchbook
[263]	Archival book: Original Drawings
[274]	Archival book: Demolition book
[294]	Pre-diploma

Delivery

BINDERS

Binder 01 - presentation booklet (Printed and digital)
 Binder 02 - process booklet (Digital only)

BOOKS

Archival book: Original drawings
 Archival book: Demolition book
 Photobook: Site 1895-2024
 Photobook: Site visits

Sketchbook

Pre-diploma booklet

DRAWINGS

Tracings of original drawings
 Project drawings
 Construction diagram
 Sketches and diagrams

MODELS

Construction model 1:50
 Artefact models 1:25

chapter 1
introduction to the project

⁸
r e s e a r c h

9

q u e s t i o n

Can a building dimensioned for cars become spaces of comfort and joy?

a b s t r a c t

This diploma aims to search for qualities in unwanted spaces, by working with adaptive reuse of Paleet Car Park as case—a multi-storey parking and office structure located in the centre of Oslo, Kvadraturen, slated for demolition in favor of a new office building later this year.

It has been an exploratory study where models have been the most important tool to effectively discover and test out simple measures to maximize the value of the structure.

Allowing history to interact with new concepts isn't just about sustainable reuse; it's also a way to preserve historical uniqueness of our cities and making sure our collective stories are not lost. But we live in a time where what is valued is mainly what's old, though we're not in a position to selectively choose which historical aspects to embrace.

It is important that we take these unwanted buildings seriously and take the time to search for a human scale that may have gotten a bit lost somewhere in the 80s.

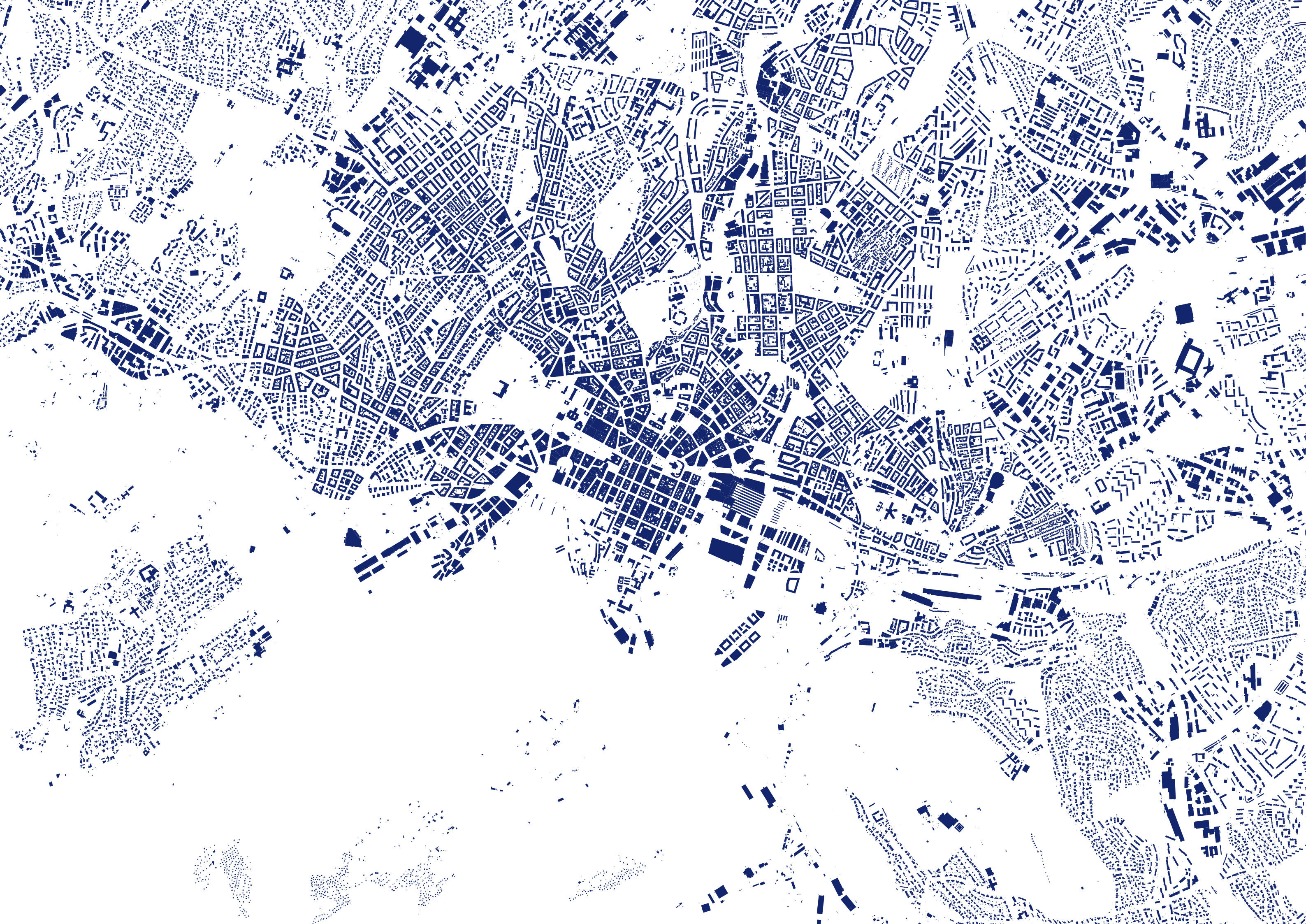
By letting this car park's original character persist, new and unexpected spaces are allowed; this project is looking at possibilities to prepare the existing building for whatever the occupants want to do with it.

In this case I chose to look for possibilities for residential use in combination with other more social programmes, as I in my pre-diploma was interested in the search for dwellings that provide an alternative to typical pre-determined apartments and bring life to the spaces between the houses.

As I researched in my pre-diploma, the focus on residential repurposing together with offices, studios and communal spaces also seeks to align with Oslo municipality's vision of enhancing Kvadraturen's urban vitality and sense of neighbourhood.

Through discovering architectural potentials within Paleet Car Park, this diploma seeks to experiment with new possibilities for this building, and many buildings like it, to outlive their initial purpose.

chapter 2
the existing building



The main challenge in the Norwegian housing market lies in Oslo, and at the same time as we need more housing, 40-60% of the parking spots in the city stands empty.¹

A city center that in the future is potentially free from private car use, offers many opportunities to create a city better facilitating for human life.

Mapping out independent multilevel car parks in Oslo, the most central of them all, Paleet car park stood out as an interesting case for further speculating on alternative urban housing in Oslo.

1: Oslo Bylivsundersøkelse 2014

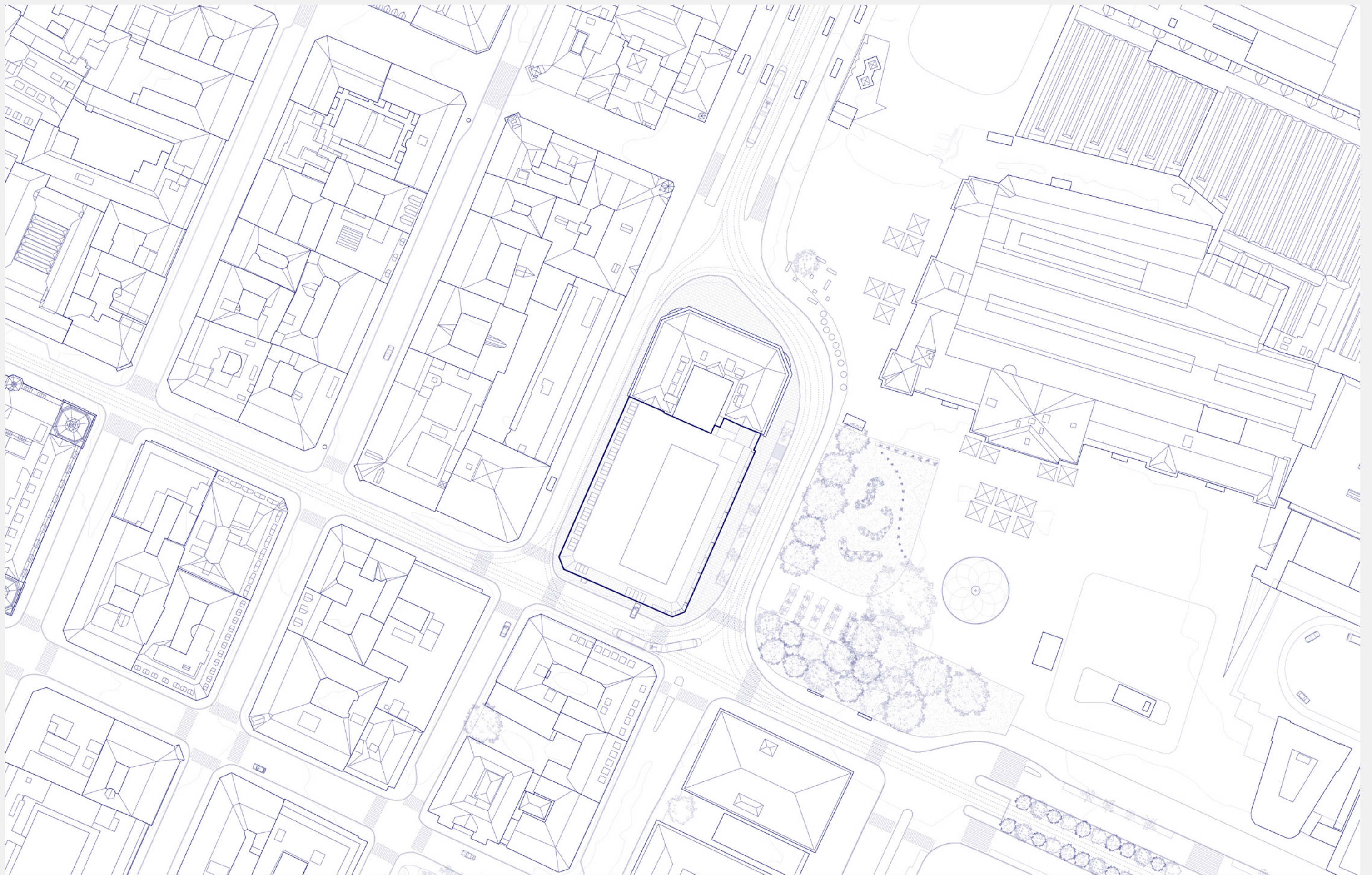




site



Architect: Petter Bogen
Year: 1984-87
Area: 18 000 m²



sit.plan 1:1000



Architect: Petter Bogen
Year: 1984-87
Area: 18 000 m²

h i s t o r i c

p h o t o s

Before the cars inhabited the city, "Paleet," derived from the French word "palais," served as Norway's first royal residence between 1814 and 1848.

From the main house down to the sea, there was a garden, where traces can still be seen today. Paleet was a very modest royal residence compared to palaces in other capitals.

And after the royal castle was ready in 1848, Paleet continued to be used by the royal family, but as a residence for court officials and royal guests. It was formally discontinued as a royal residence after the dissolution of the union with Sweden in 1905.

The building burned down in 1942, and the remains were demolished.

The private car ownership spread across Norway in the 60s, and the site functioned as a parking lot since the fire until the car park and office building was built in 1987, since then it has had a facade restoration and stood as the building Oslo knows today.



Photo: Ferdinand Lorentz Prall Elster, ca. 1895-1905



Photo: Anders Beer Wilse, 1905



Photo: Anders Beer Wilse, 1905



Photo: Anders Beer Wilse, 1914



Photo: unknown, 1942



Photo: unknown, 1942



Photo: Leif Ørnelund, 1961



Photo: Knut B. Eng, 1967



Photo: Atelier Rude, 1971



Photo: Sverre Heiberg, 1975



Photo: Bjørn Melbye, 1987



Photo: Bjørn Melbye, 1987

a r e a

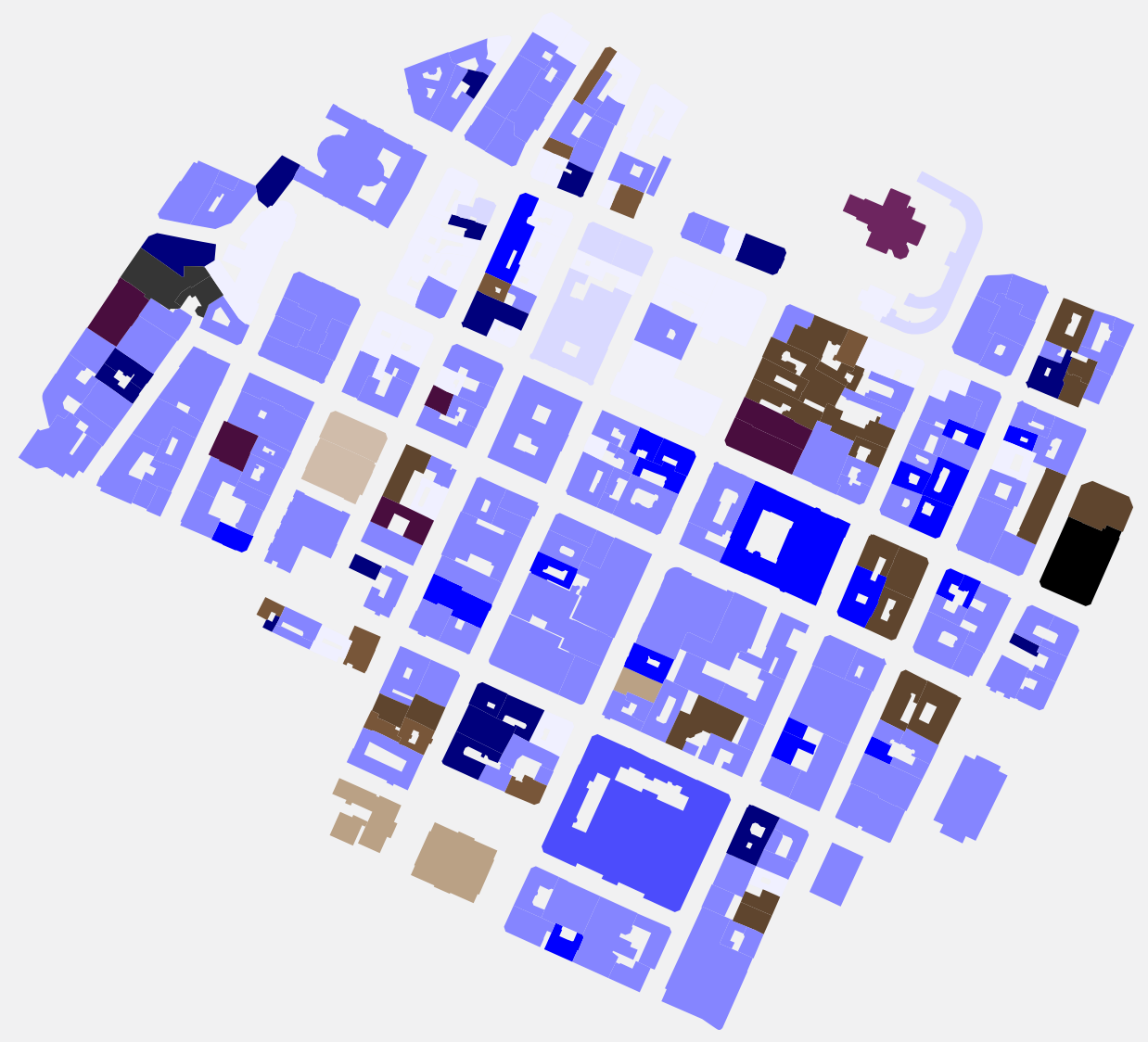
There has for some years now been need and wish for housing in Kvadraturen to vitalize the area. Today the area is already highly saturated by office and commercial buildings, and a place most just pass through and only a few live.

The area offers a lot of historical depth, and much has happened since the seventeenth century Kvadraturen.

From planinnsyn it is clear that what is old is mainly what is valued, and many of the buildings from the 30s and later on is not even listed. *(see the analysis in binder 02)*

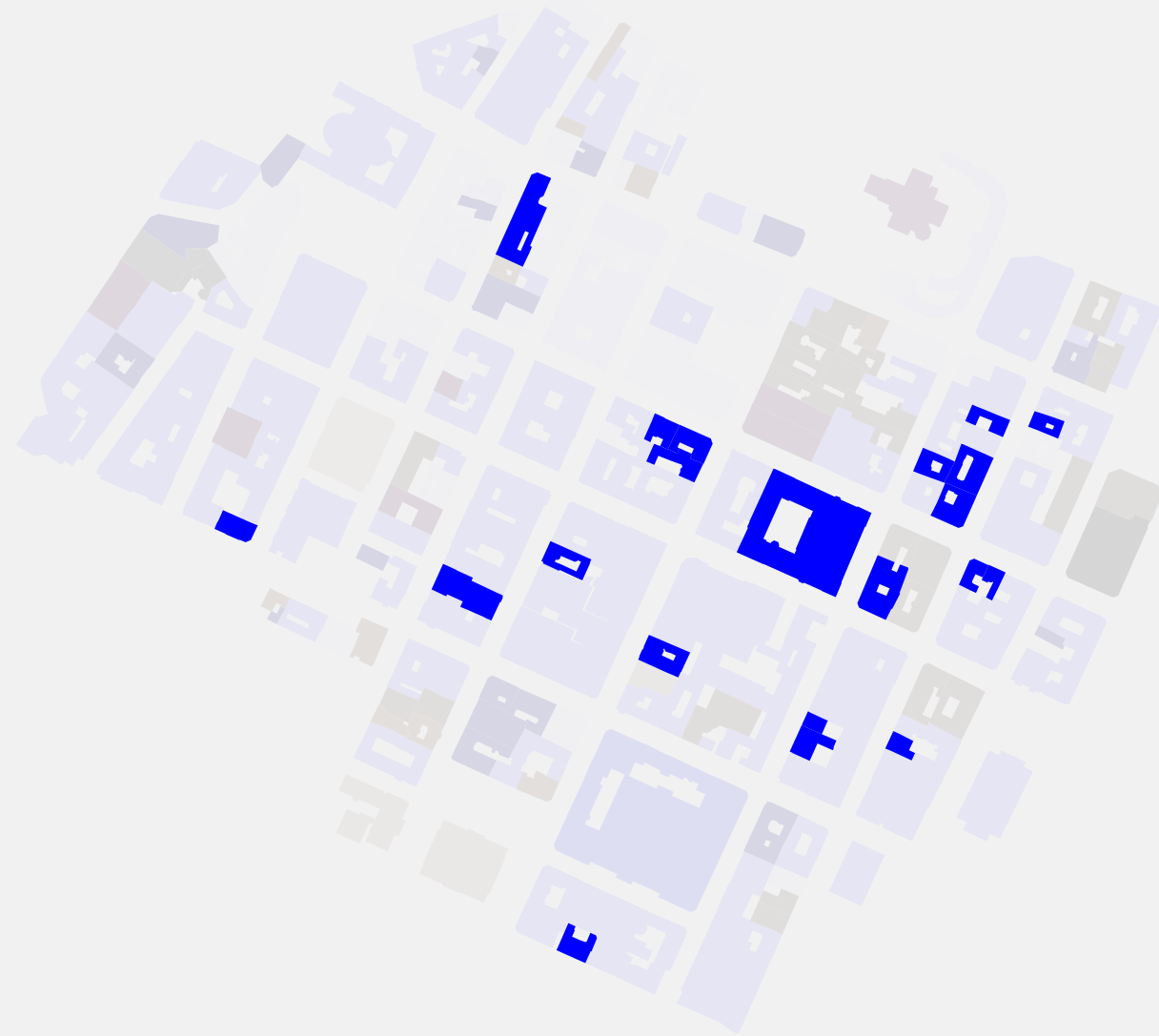
As a part of my pre-diploma I researched domestic extensions in existing structures (mostly urban), and if adding housing to the buildings in the city centre could facilitate for a more sustainable urban growth.

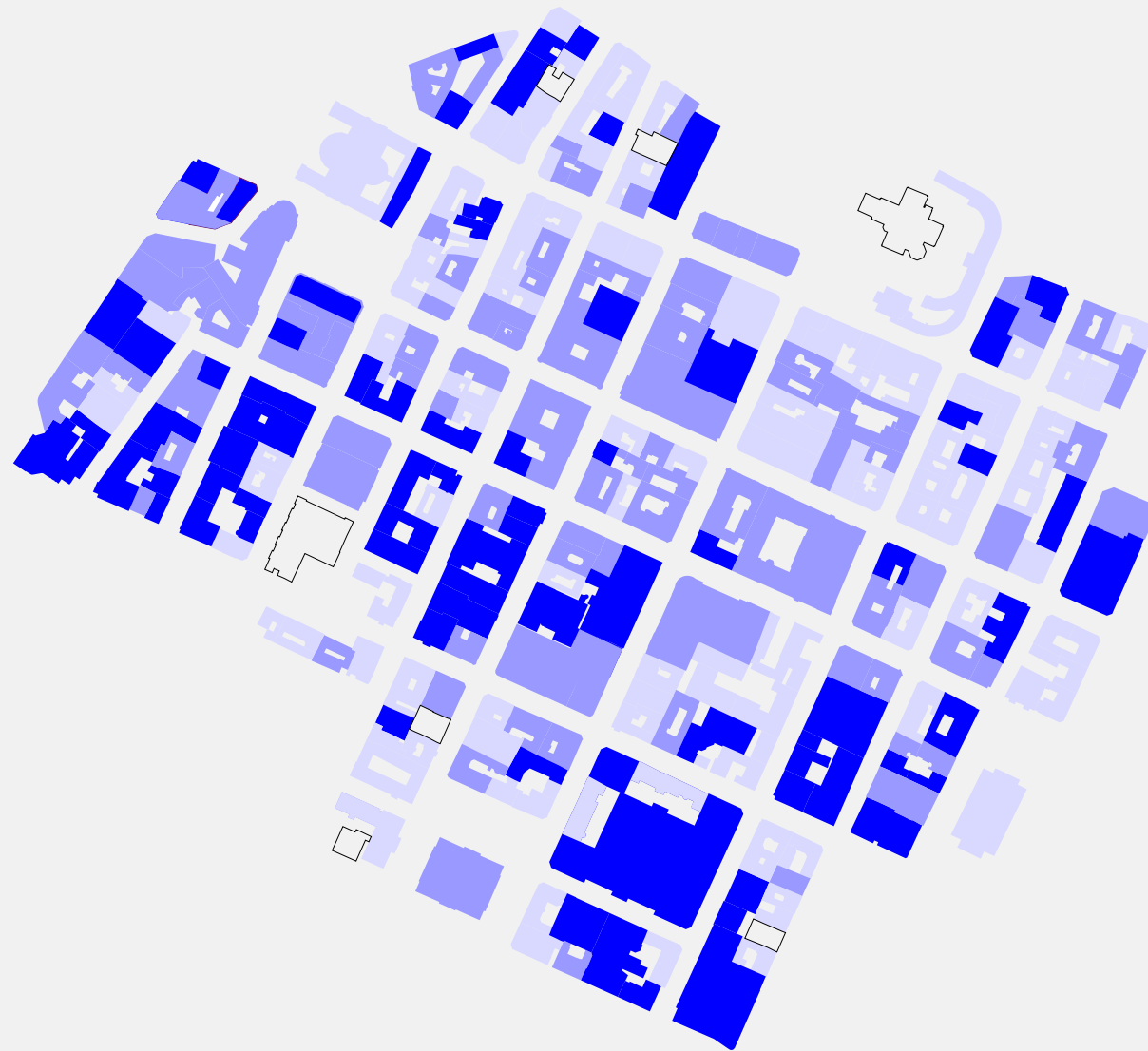
This existing car park could be a possibility for just that.



- Apartment building
- Garage
- Car park
- Other industrial building/warehouse
- Bank
- Office building
- Shopping mall
- Shopping
- Hotel
- Restaurant/cafe
- Museum/art gallery
- Cultural centre
- School building
- Church/chapel





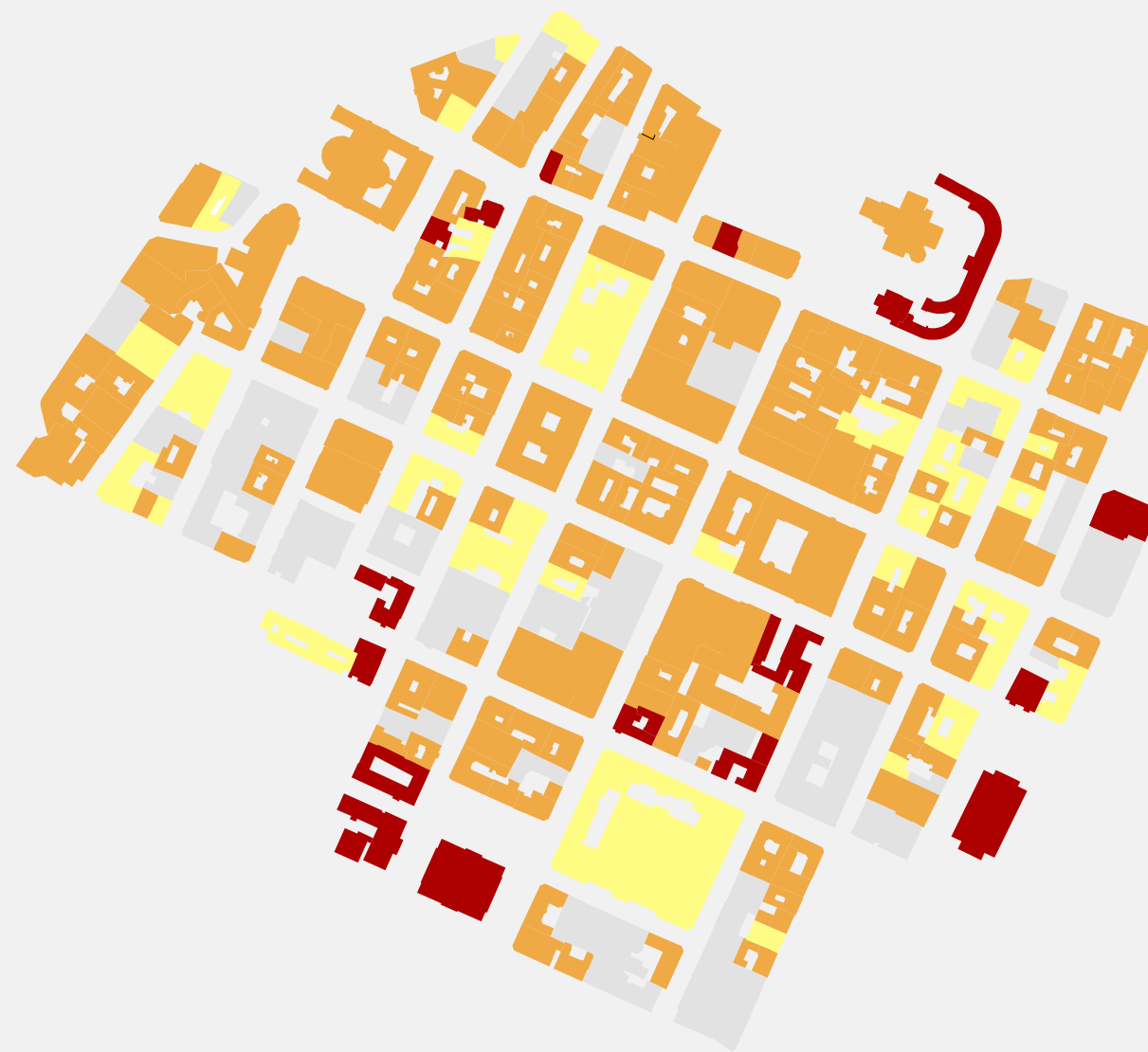


- Type 1**
 -1900 Leilighets/forretningsgårder
 Massiv murkonstruksjon og trebjelkelag.
 Typen går i prinsippet tilbake til 1624

- Type 2**
 1880-1930 Klassiske forretningsgårder
 Stålkonstruksjon og hovedsakelig betongdekker.
 Typen har i en del tilfeller trebjelkelag på
 stålkonstruksjon ("hybrid")

- Type 3**
 1930-2016 Moderne forretningsgårder
 Stålkonstruksjon og betongdekker.
 Gårdene oppført før 1940 har gjerne høyere
 verneverdi enn de som er oppført etter 2.
 verdenskrig





 Fredet kulturminne

 Regulert til bevaring

 Prioriterte kulturminneinteresser (kommunalt og statlig listeført)



46 the building

Paleet car park is an 17900m² 80s concrete structure that is to be demolished later this year. It mainly serves as a car park, together with a smaller part of offices. The car park shares its block with the historical Amerikalinjen from 1919 by Bjerke and Eliassen, and has in the later years been one in few of its kind in the city centre.

The building has never seemed particularly cherished.

Often described as sad, it stands out as Kvadraturens ugly duckling.

At the end of 2022 Bane Nor Eiendom presented the winning proposal for Strandgata 19. 400 parking spaces will now be replaced with an 11,000 square meter commercial building over seven floors, intended to accommodate offices. Same height, same footprint and same form as the car park.

The possibility of reusing the load bearing concrete structure has been considered, but the TT element slabs which suffers from the stress of being in an un-climatized space and constantly exposed to snow and salts were, in the assesment that followed by NTNU and SINTEFS in october 2023, concluded not suitable for re-use together with the evaluation of the pre-determined floor heights which doesn't reach the standard.

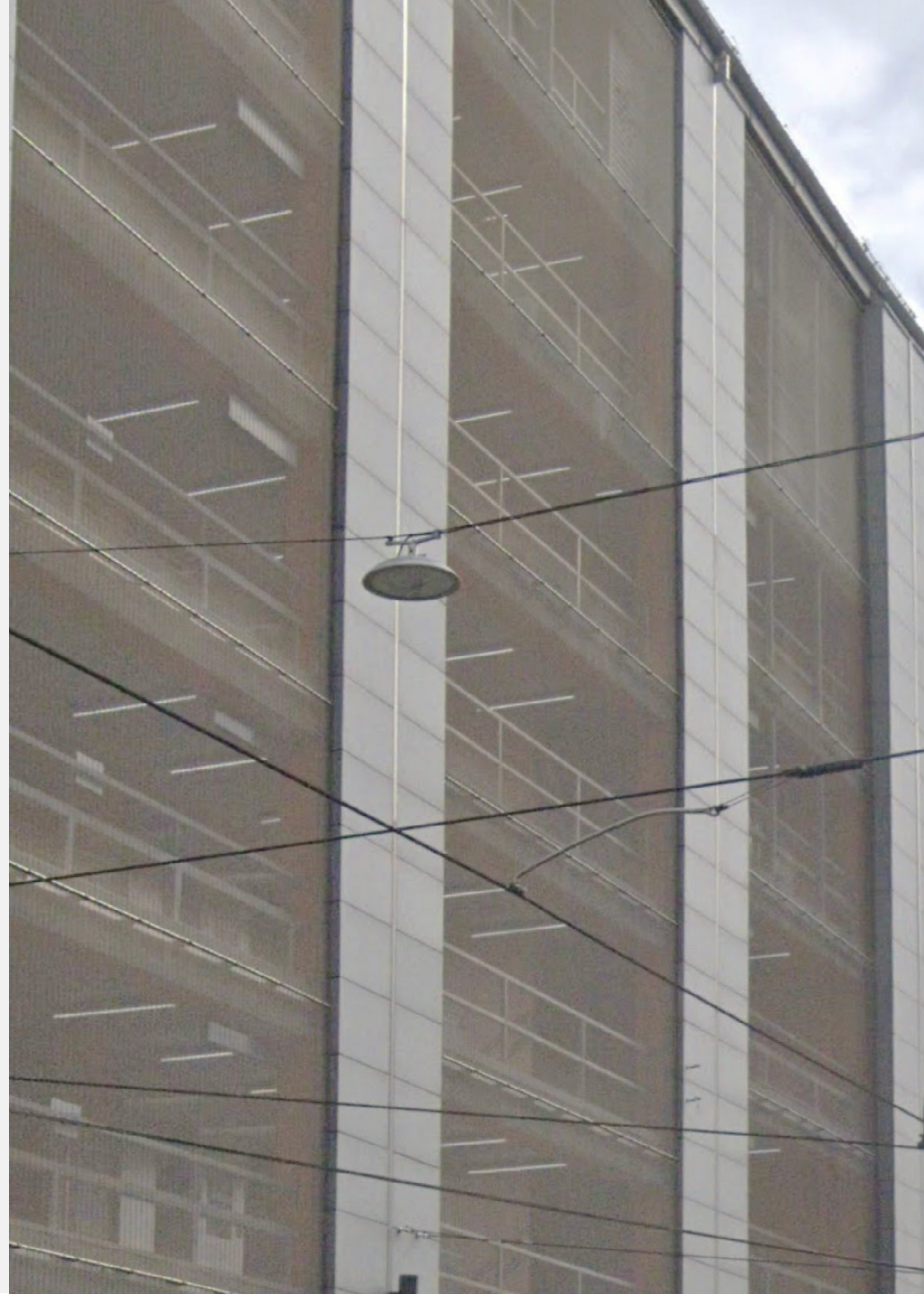
But, as the assesment also points out, if the elements are reassembled in an environment with low humidity, it can be assumed that this carbonation will essentially cease. This will reduce the risk of rust formation and associated damage, and the TT slabs could therefore re used.

The issue appear to be the costs of it all. It is cheaper to build new than to re-use and rehabilitate, and it is seen little or no value in these seemingly outdated structures.

But this is not the only 80s concrete car park or public building. These construction systems are to be found world wide. If they all reach their lifespan and are considered unusable after only 37 years, we have a huge sustainability issue no matter how "Low-carbon" the newer concrete is.

And if the concrete slabs is whats reached their time.
What about all the other concrete and materials?

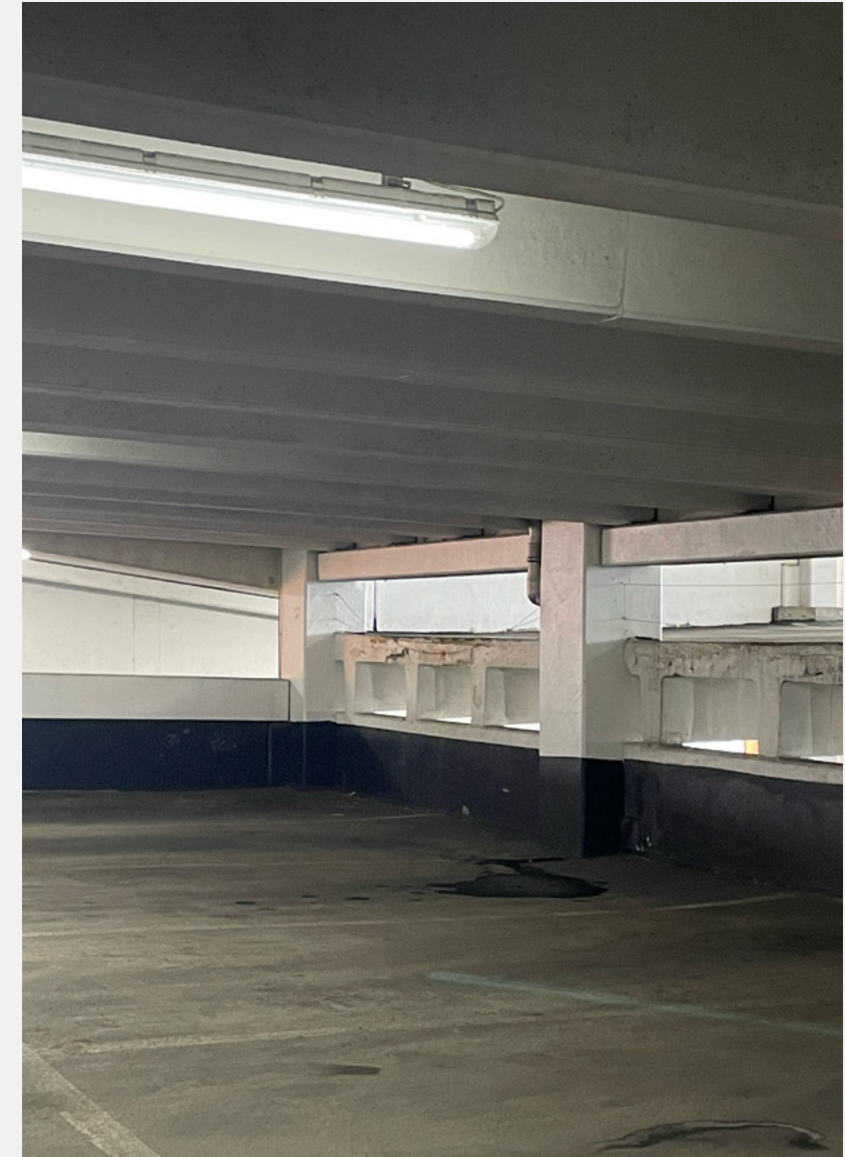
(see Binder 02 for the report regarding reuse and demolition)









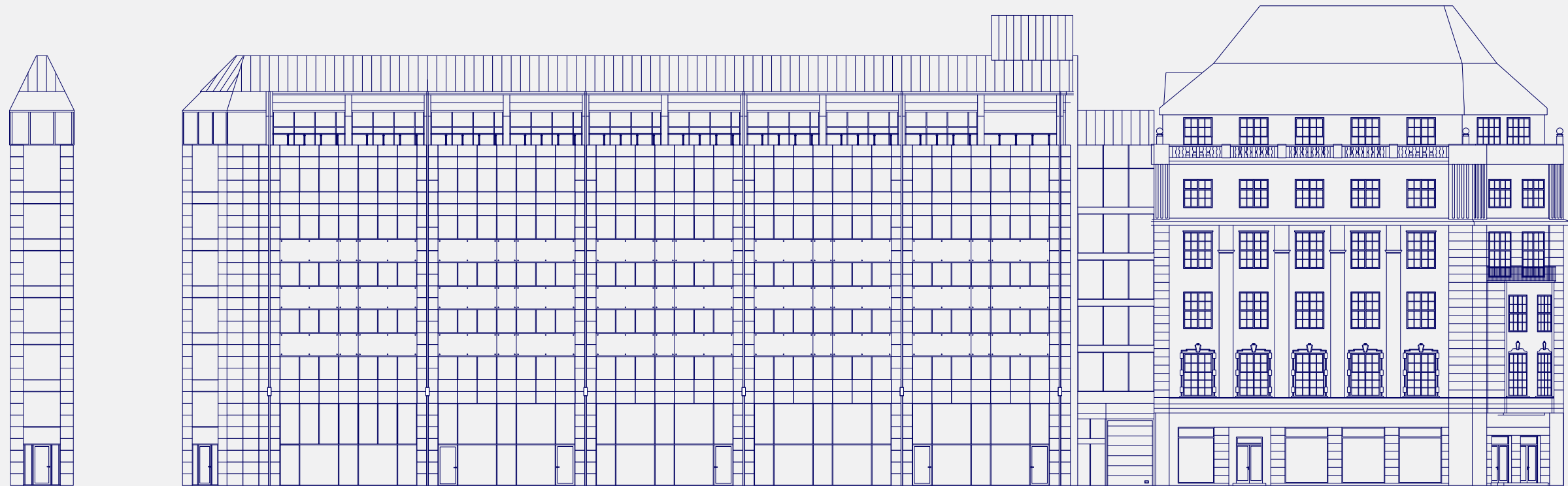


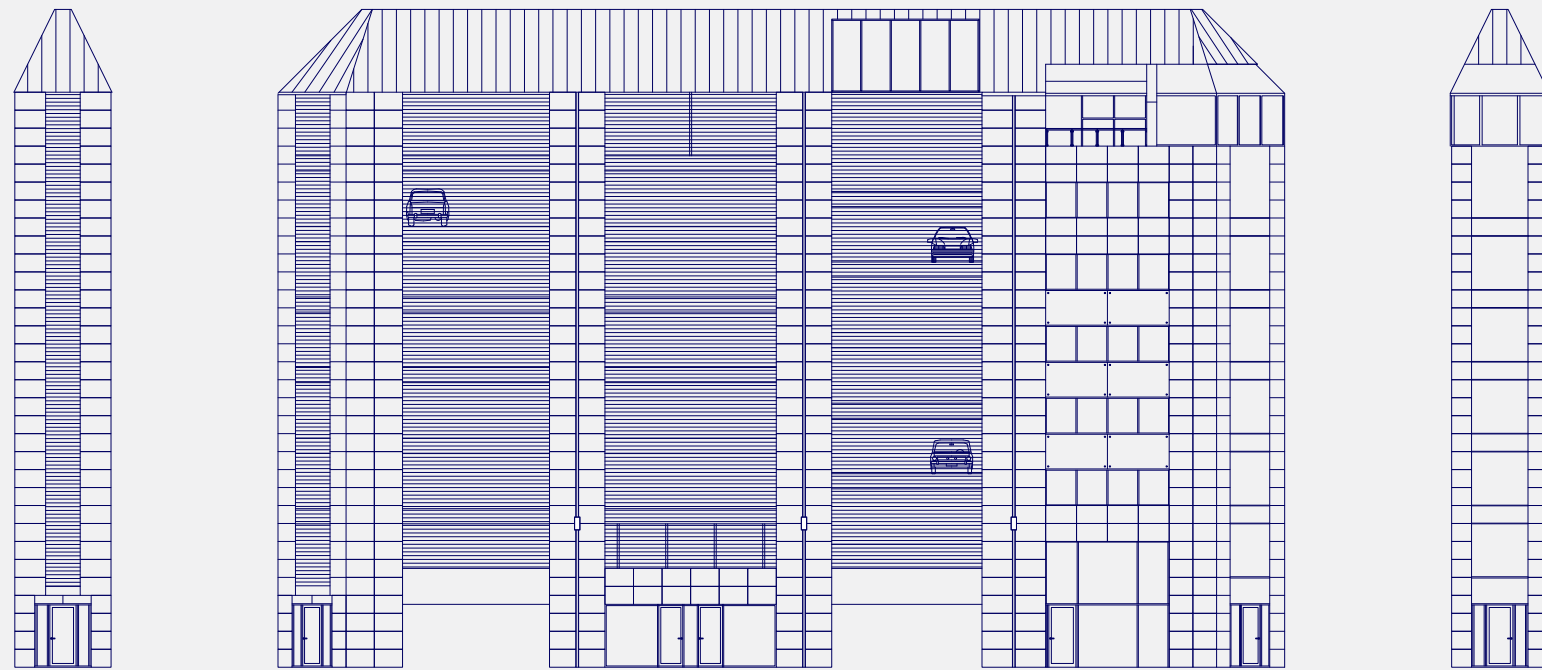


d r a w i n g

s e t

Tracing the original drawings has been an important part of the process to better understand the buildings complexity. Following is a drawing set of facades, plans and sections.







66

67

2 3 4 5 6 7 8 9 10 11 12 13

4800 4800 4800 4800 4800 4800 4800 4800 4800 4800 4800 5400

a 10500

b 5400

c 5400

d 10500

e 7200

f

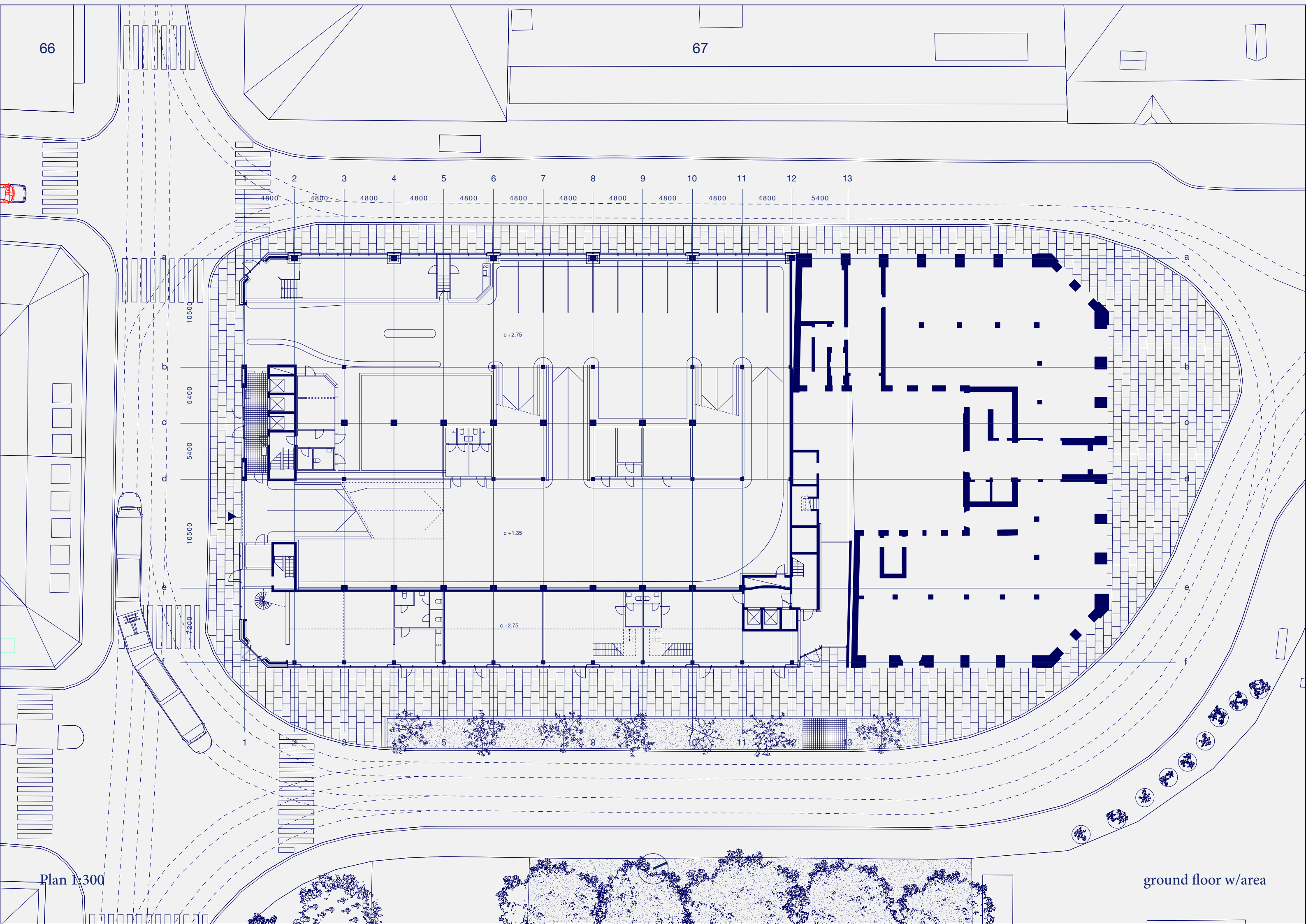
c +2.75

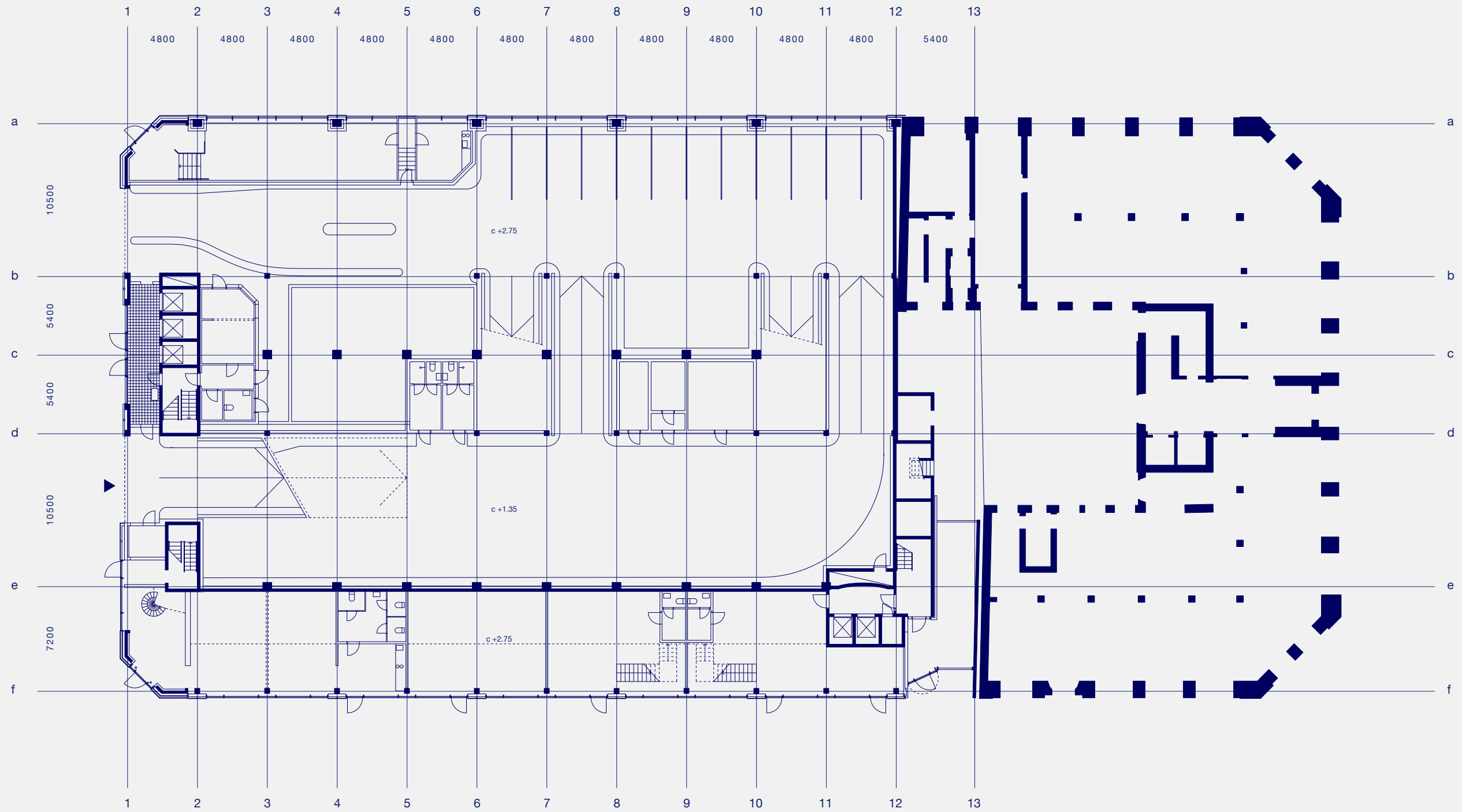
c +1.35

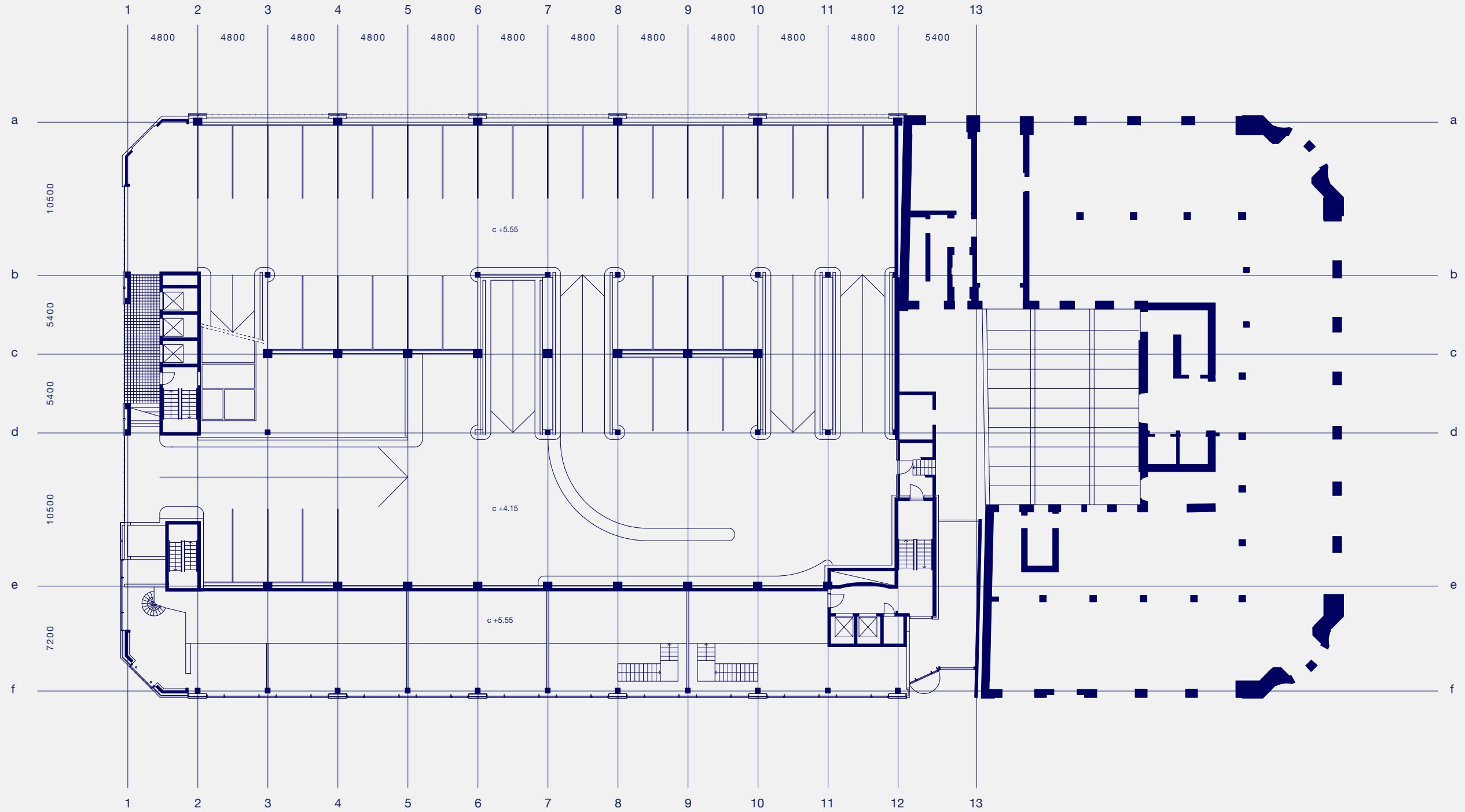
c +2.75

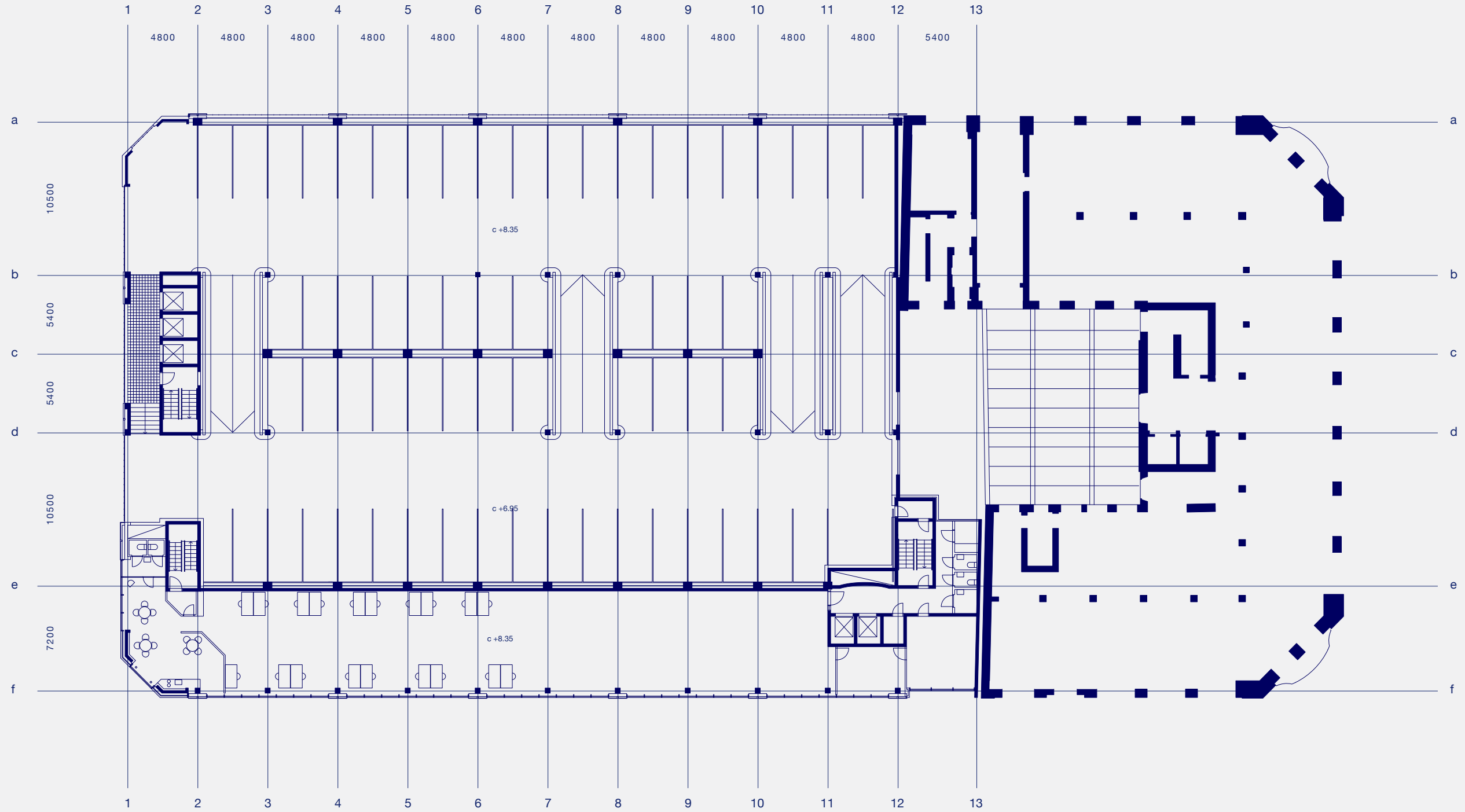
Plan 1:300

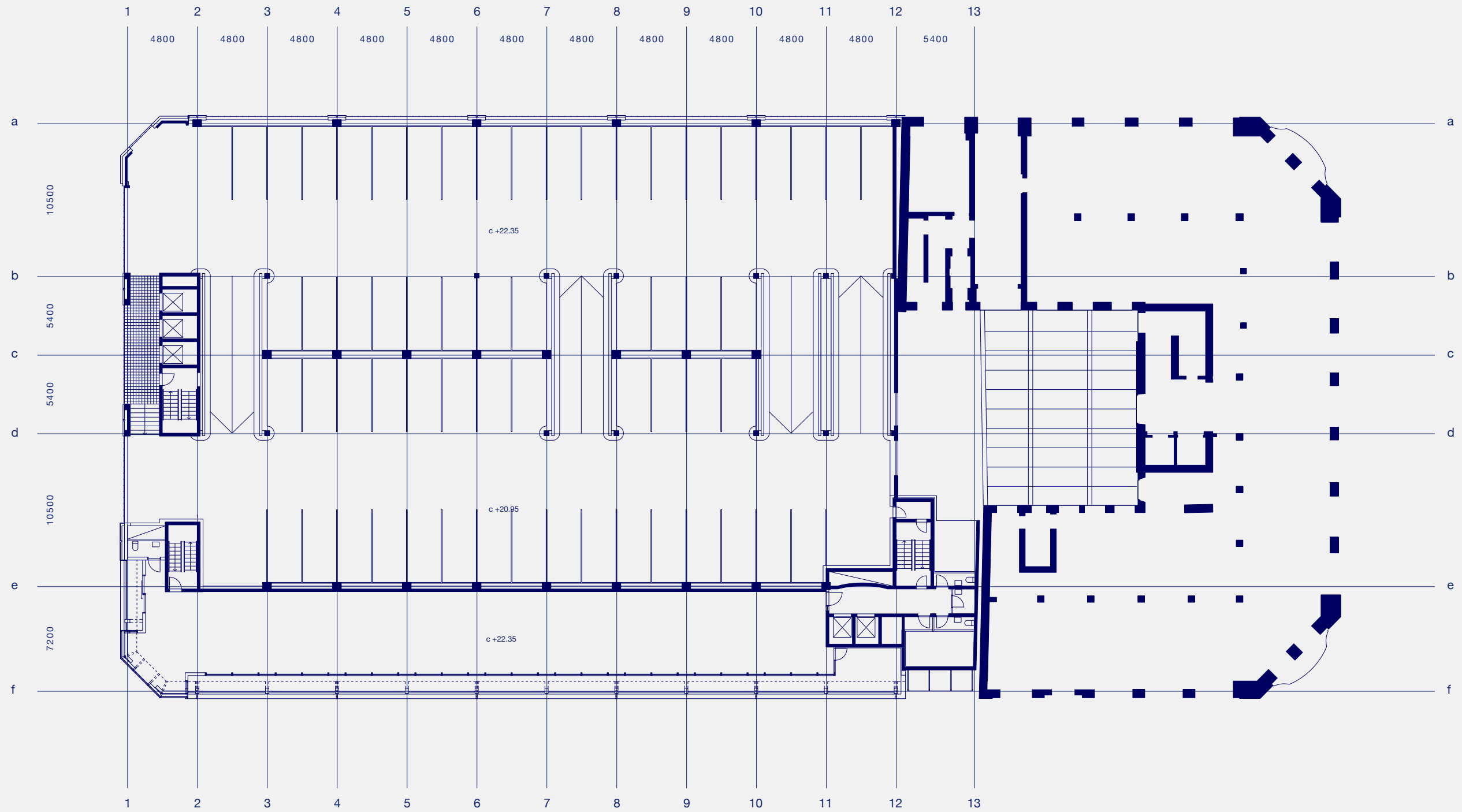
ground floor w/area

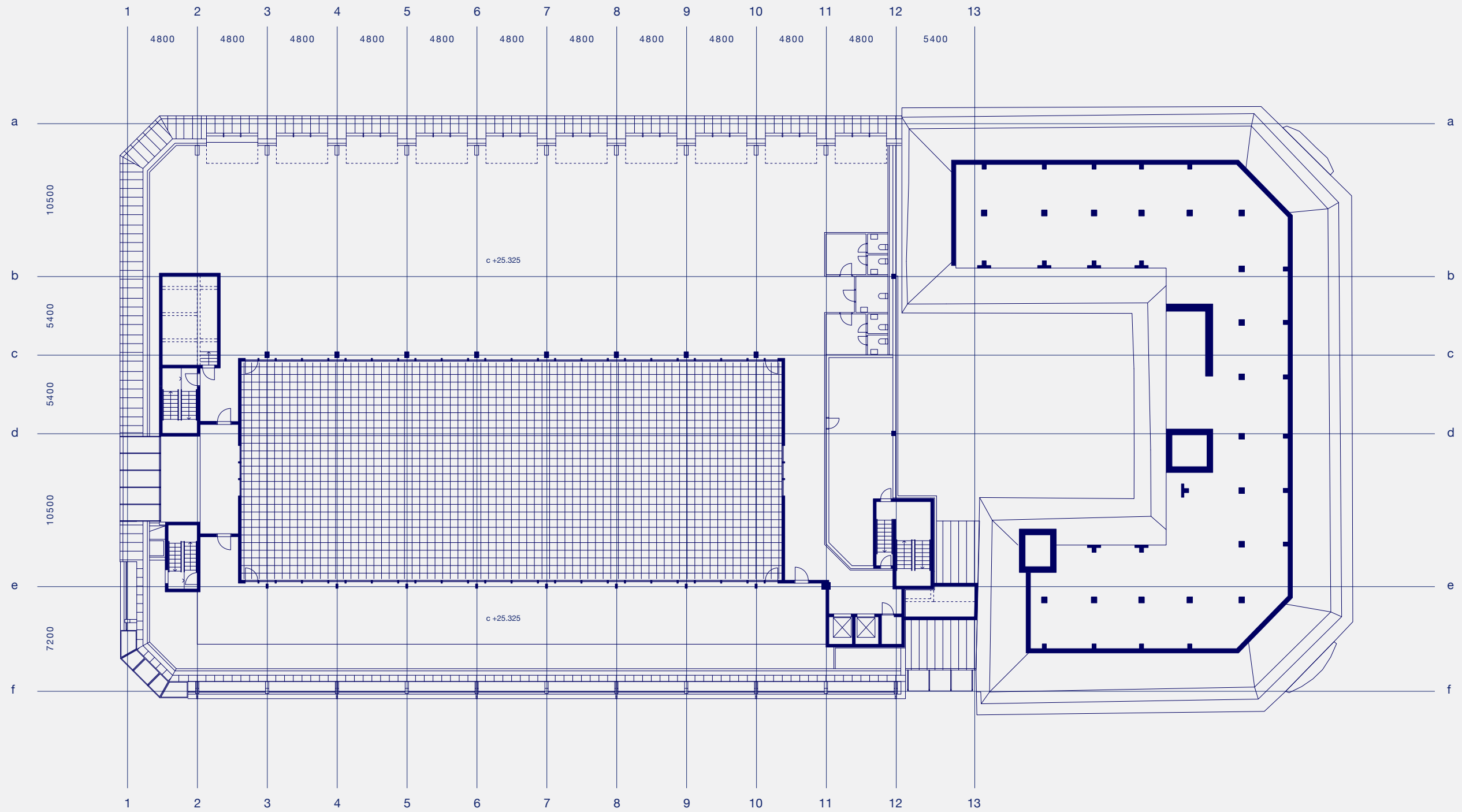


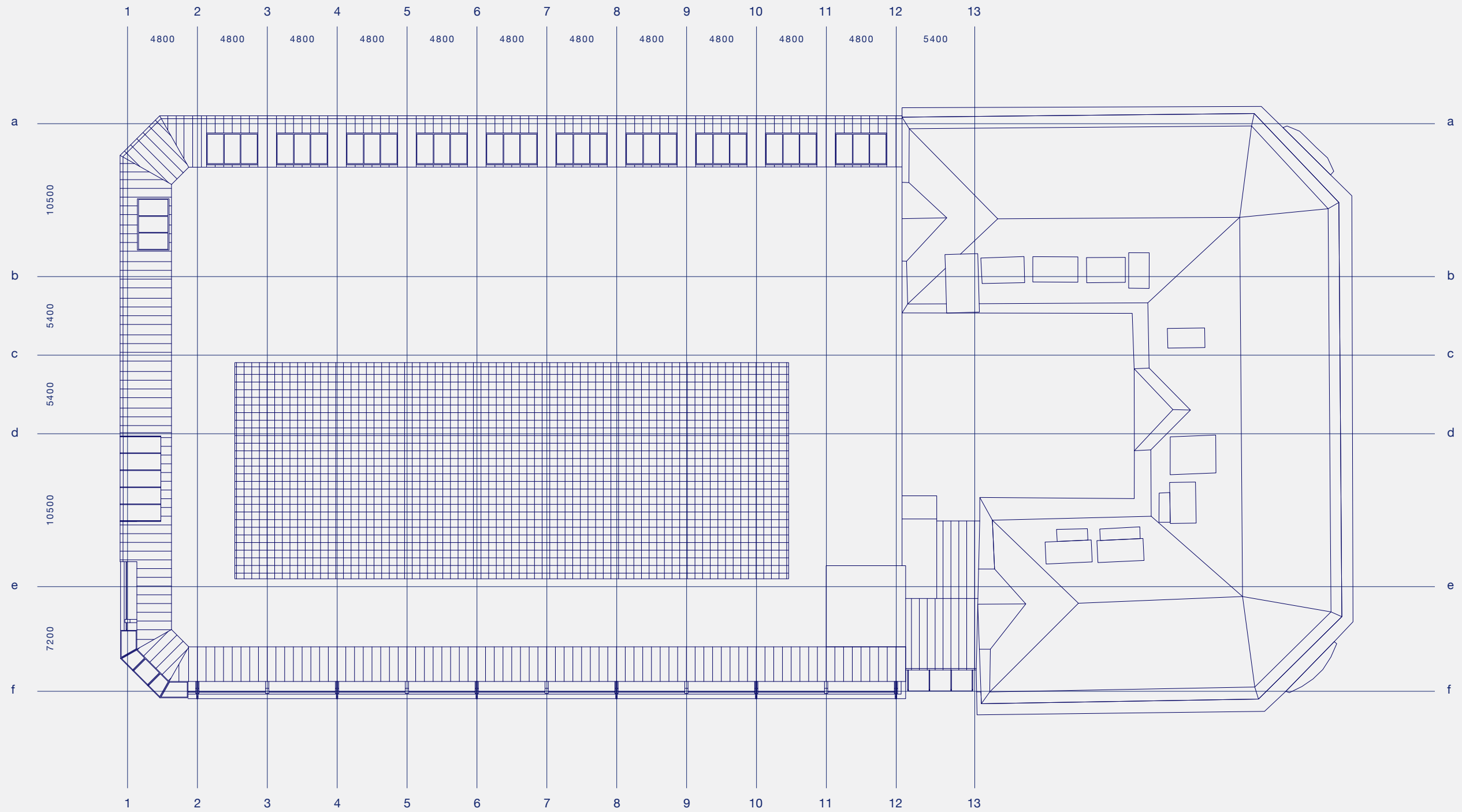


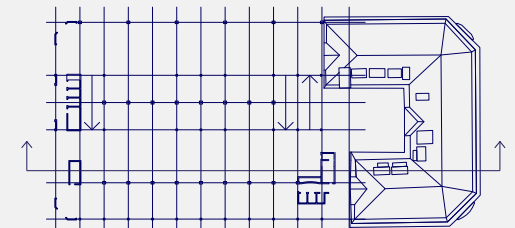
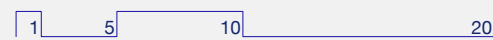
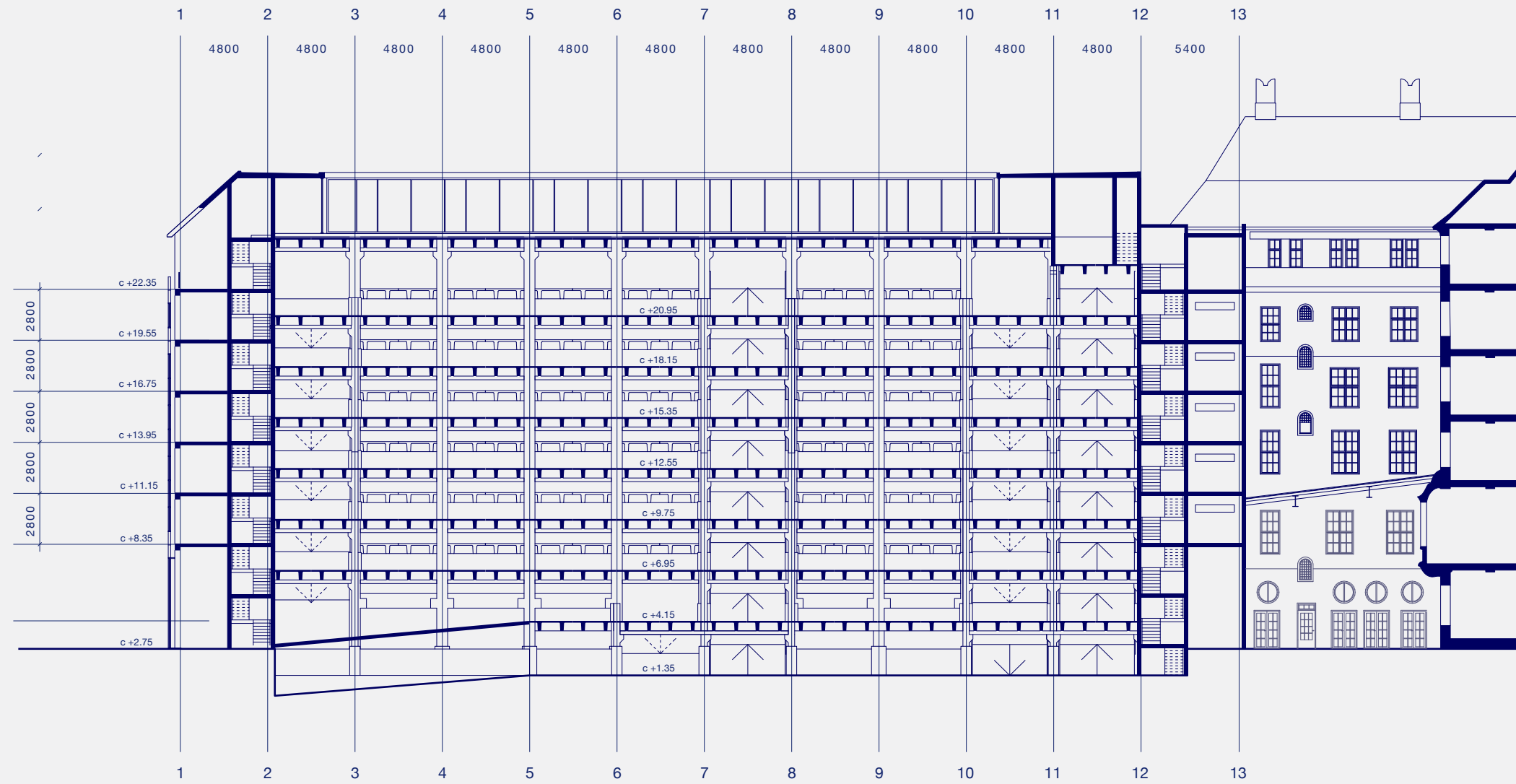


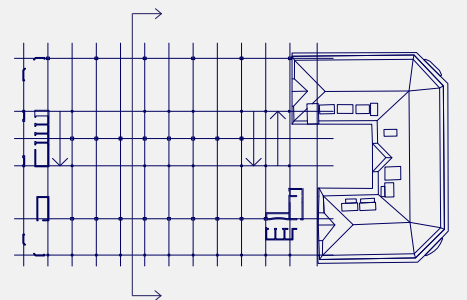
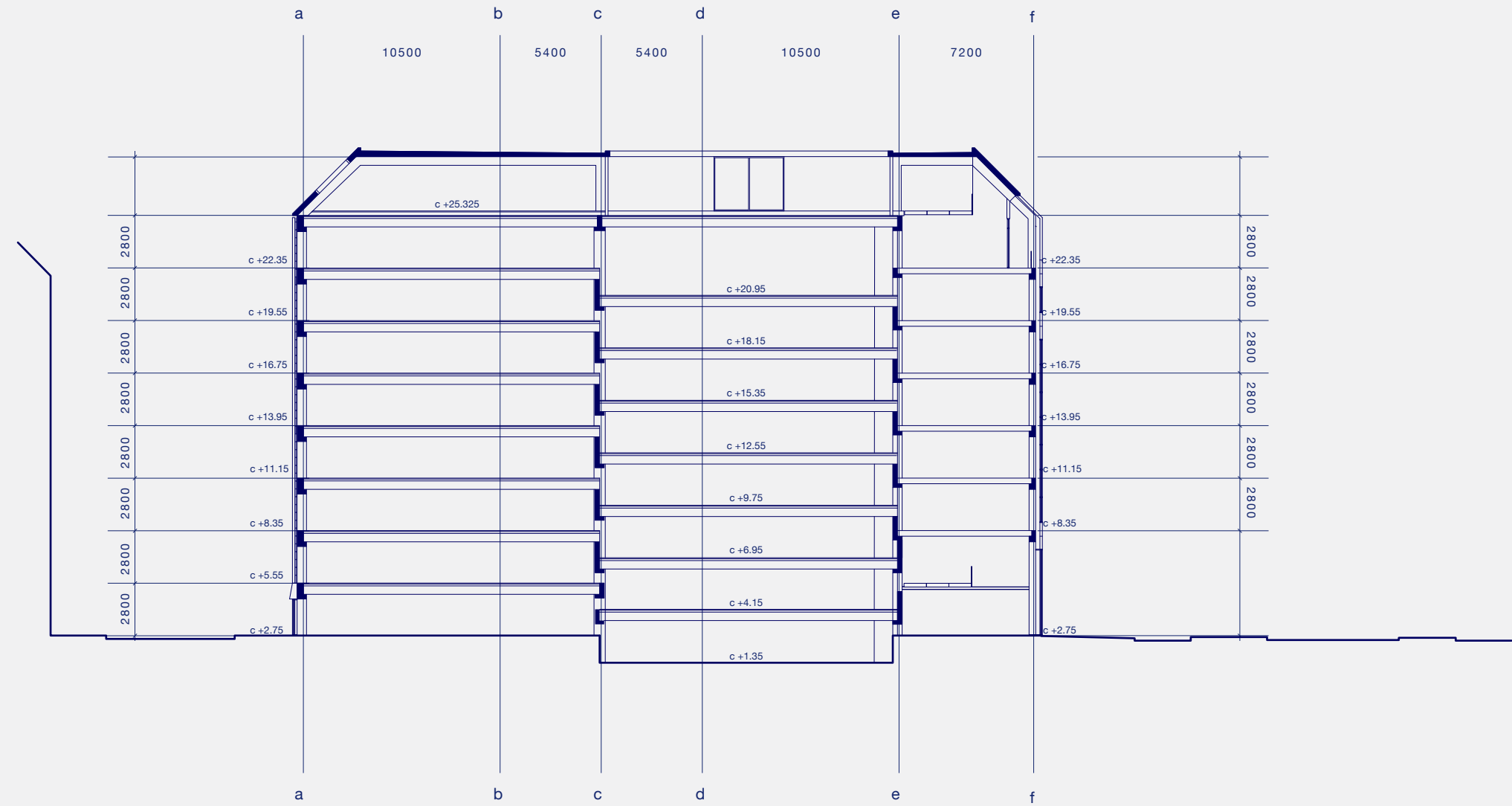


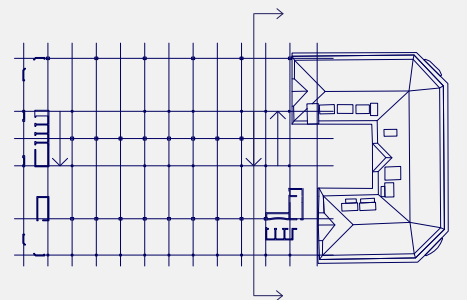
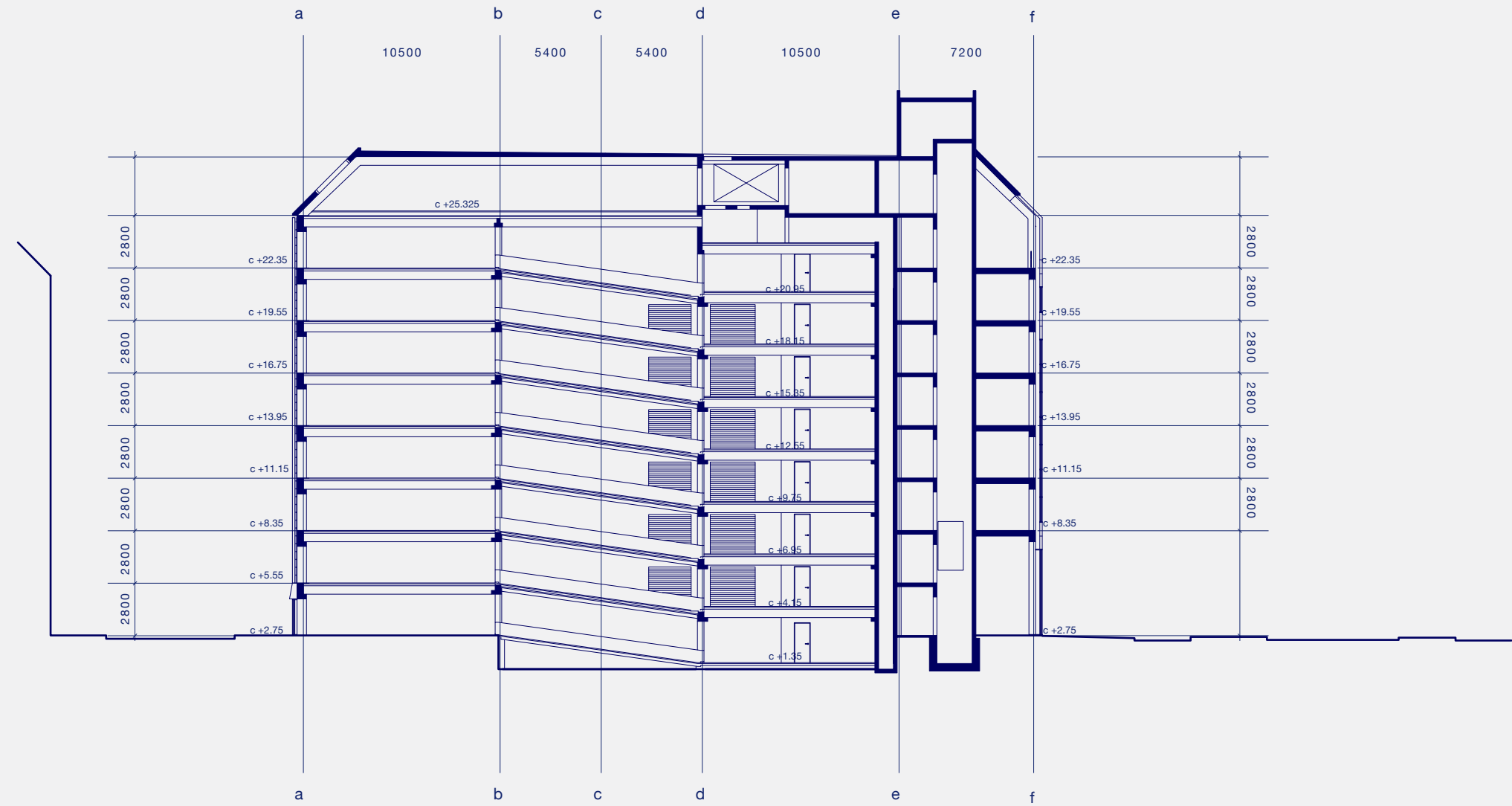












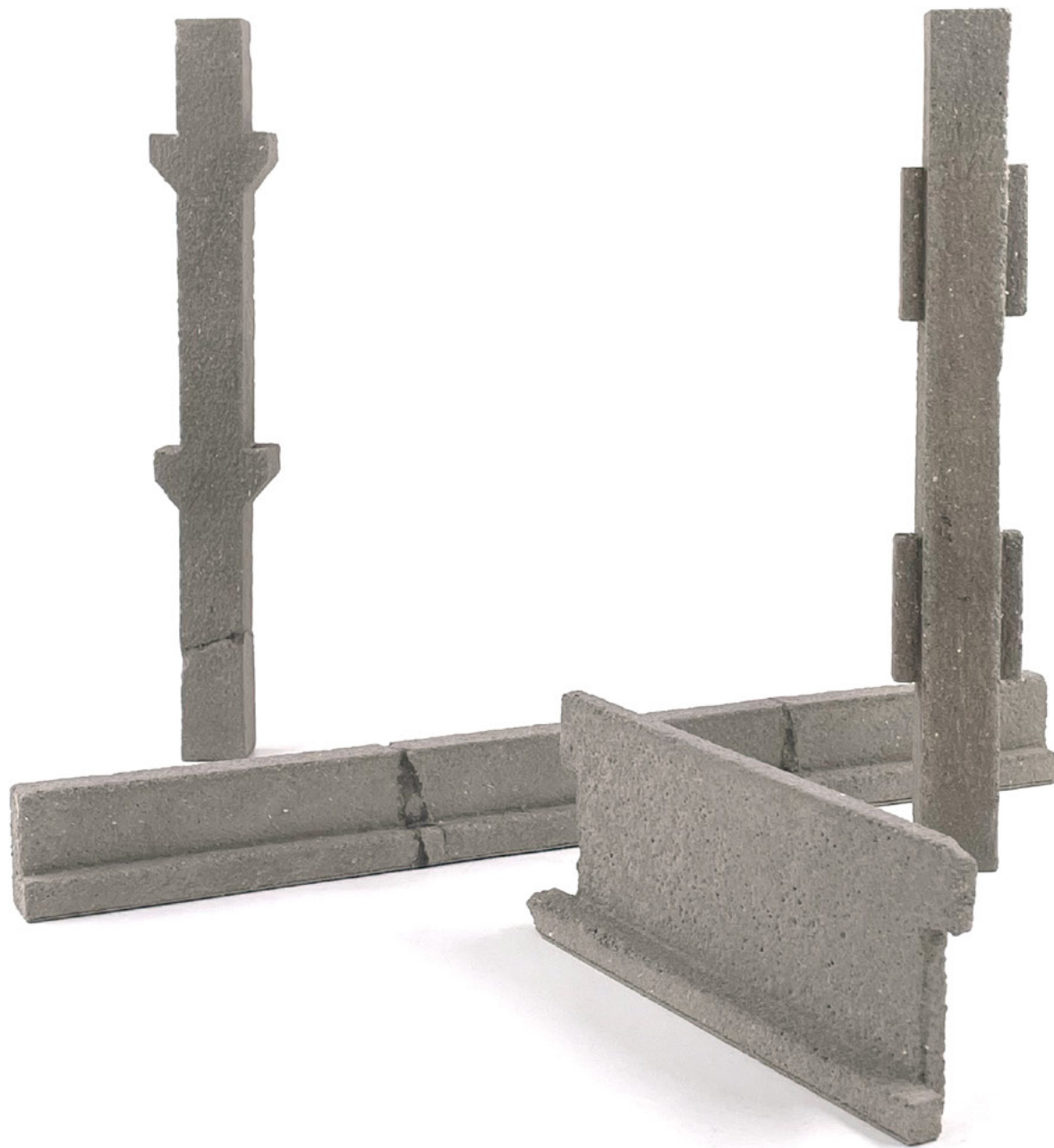
construction

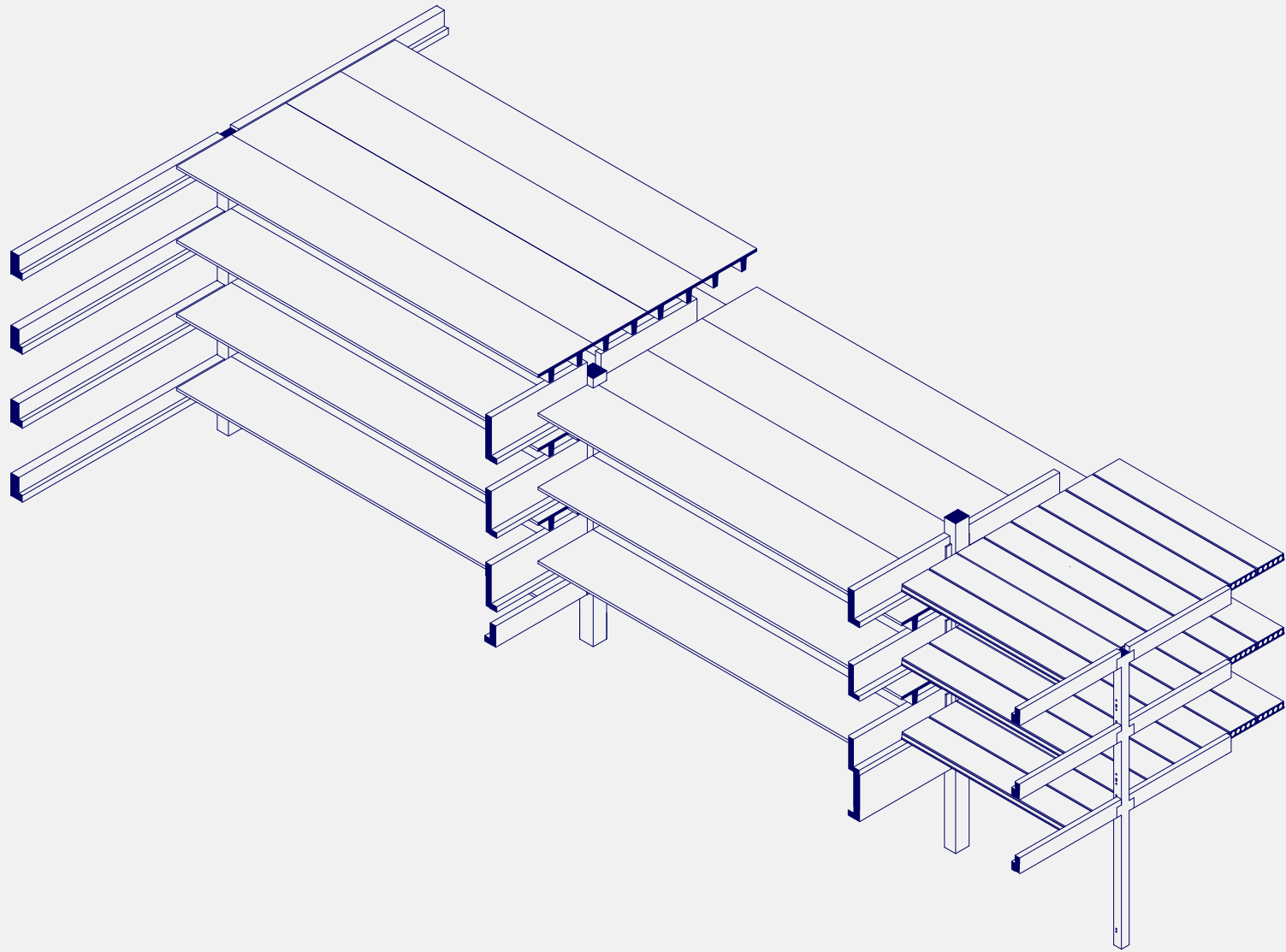
principle

Today's structure, like most other car parks offers a lot of challenges when introduced to new use. Low ceiling height, little daylight because of deep floors, structural load about half the load needed to support programmes like office and housing, as well as all pedestrian circulation being situated at one end.

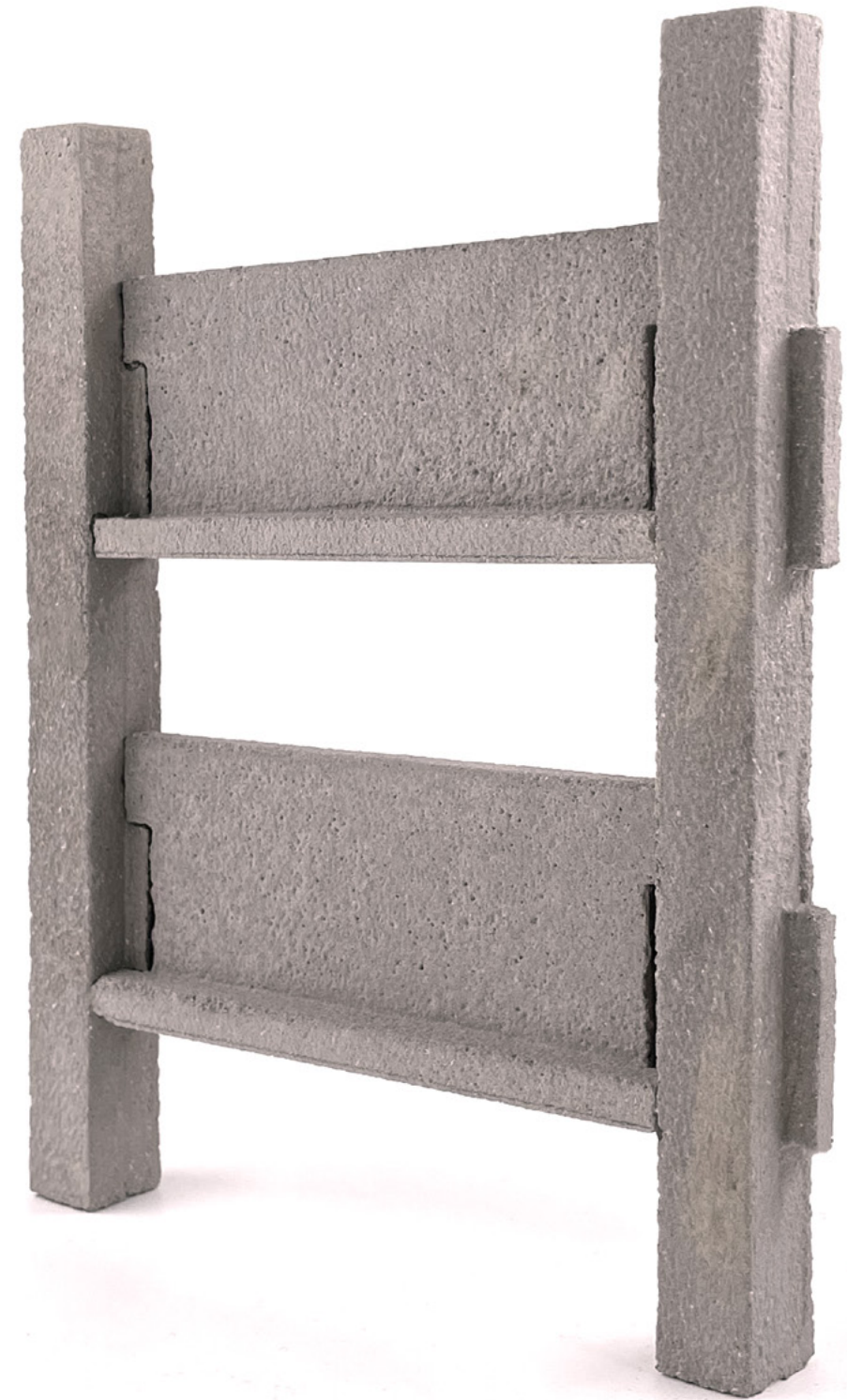
The construction system consists of hollow core elements on the office side and TT slabs on the garage side, all slabs stacked on concrete L beams, resting on the ledges of tall concrete columns.

The aim is to transition from tailor made into a more resilient structure for the building to be able to outlive its purpose.





Construction principle 1:200

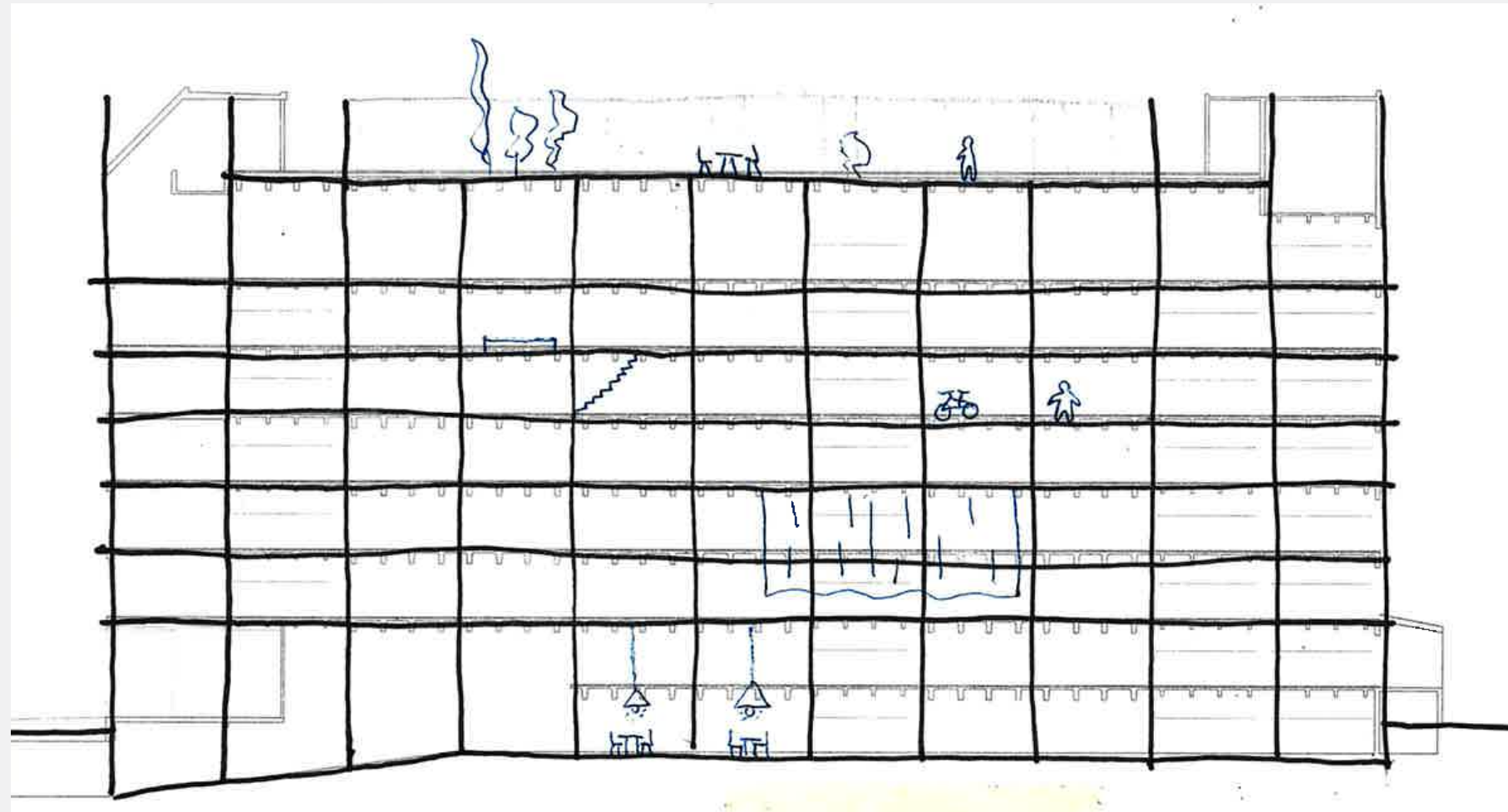


Column-beam system model 1:25

chapter 3
the proposed reuse

⁹³
s k e t c h e s

Following is a excerpt from my sketchbook.
The rest of the book is in the appendix and at the exhibition.



Early sketch of vertically oriented programme

last

streck i dag

streck

kan man legge på en ekstra bjelke?
øker det mulig nyttelast?

streck

100 mm konstruktiv påstøp

50

500

for

STEG

1. fjern støpcasfalt
2. Slipe betong så nytt påstøp kan få kobling på element.
3. Legg på konstruktiv (limt) påstøp for å øke tuersnitt og dermed øke nyttelast til å tåle bolig / kontor.

kan undersiden være eksponert eller er det for stor kuldebro?

HE 120 A

streckstag
Ø 30

her fungerer påstøp type søber best fordi kondens. dette kan føre til skade på tregulv.

kan oppstå kondens men ikke farlig 😊

modell søyler taksonomi

S2A S2B S2C S2D S2E S2F S2G S2H

S4P S4A S4B S4C S4D

S4BA S4BB S4BC S4BD S4BE S4BF S4BG S4BH

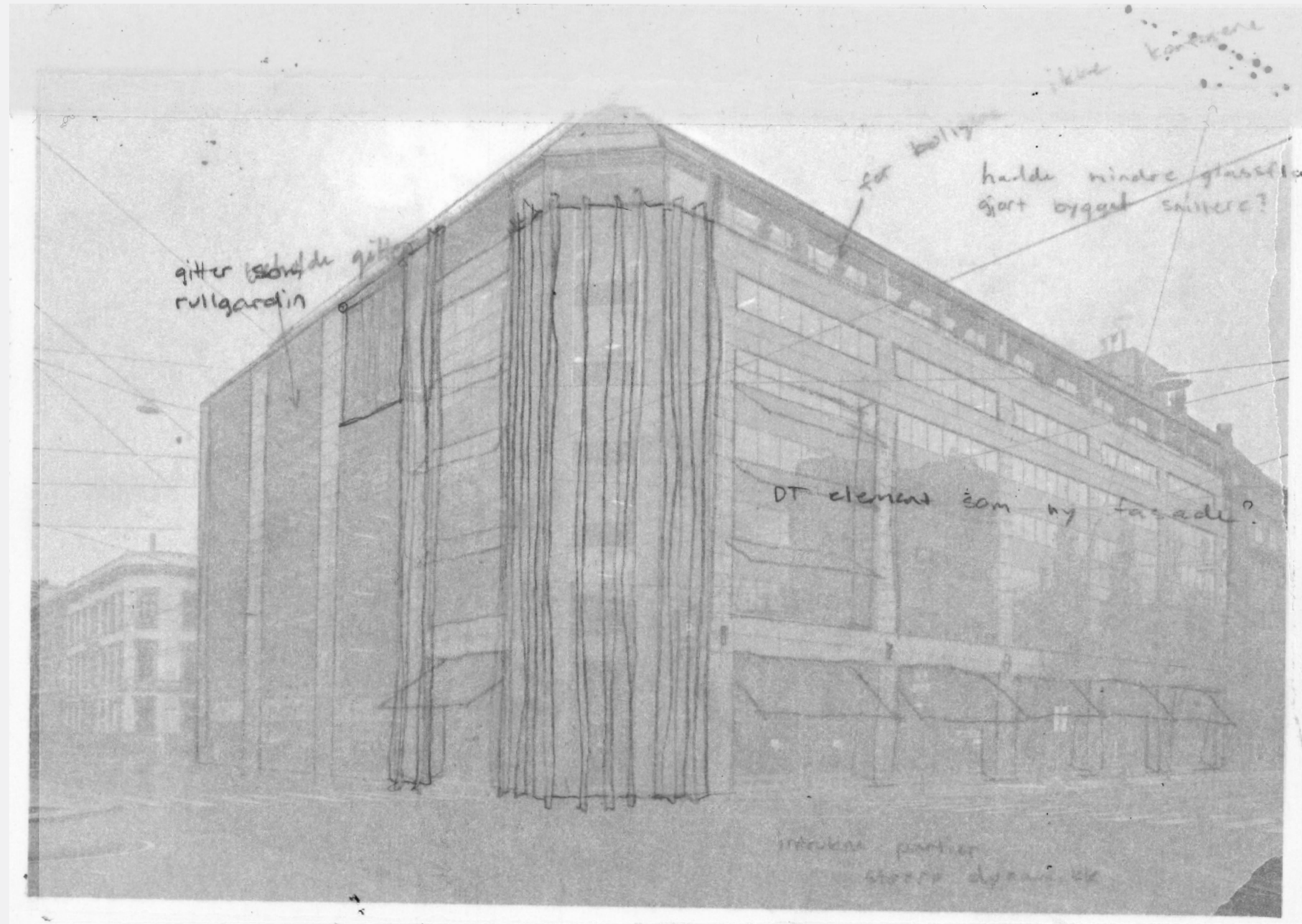
S45A S45B S45C S45D S45E S45F S45G S45H

S15A S15B S15C S15D S15E S15F S15G S15H

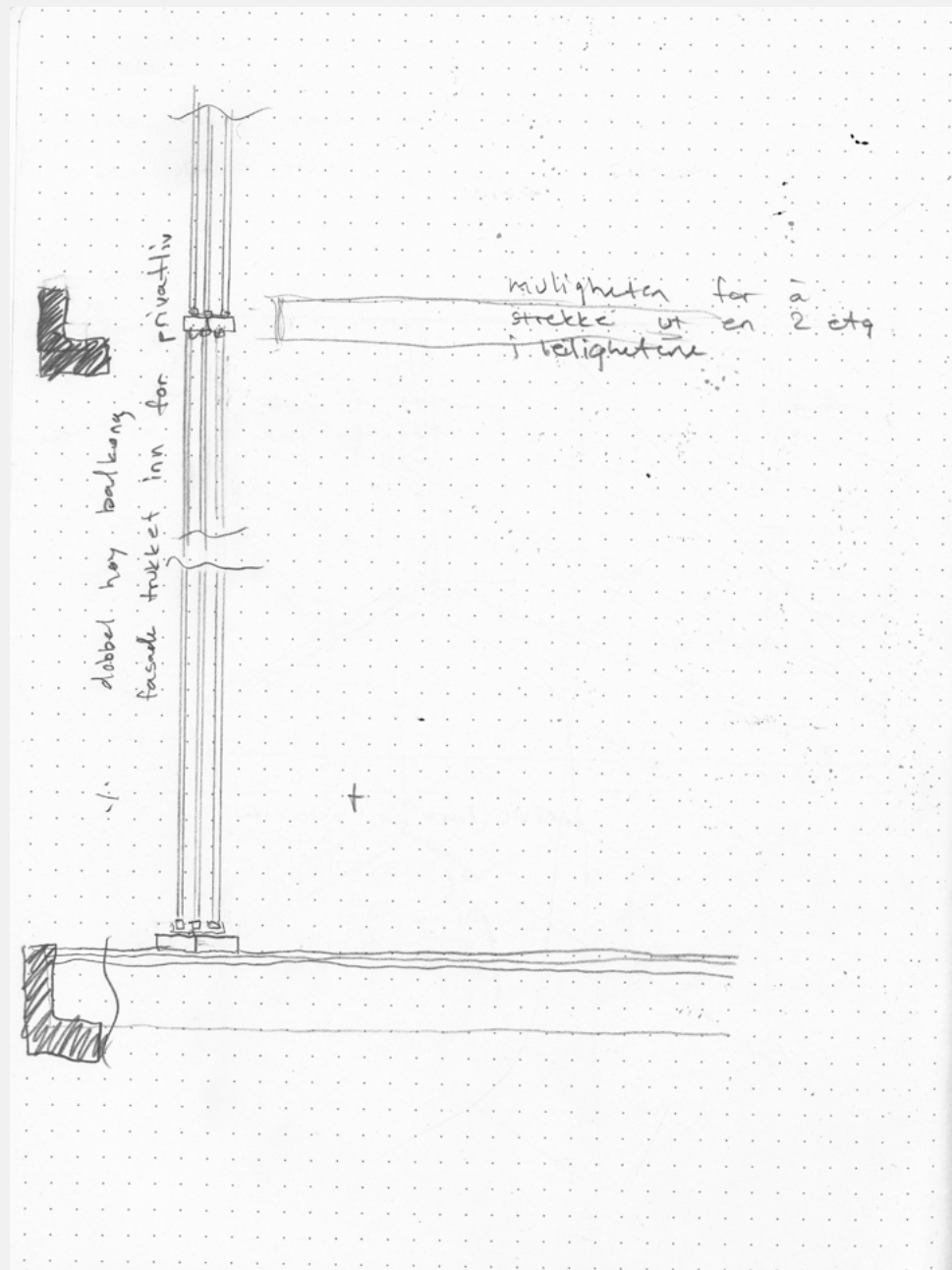
S25A S25B S25C S25D S25E S25F S25G S25H

S30A S30B S30C S30D S30E S30F S30G S30H

How to structurally continue the life of TT.



Using TT slabs as facade. Not likely possible.
Awnings makes the facade more dynamic



veiledning 10.04.24

too much dead space
water and piping
the roof
trapper svalgang
for nye glassbyggestein?

human scale lost in 20
what do we have to do
to get the facility
back

Corbusier - apt. La Cite Rad
granit. adlagst kan brukes
tilslag
redifine the roof
porosity and openness
to the city

open space

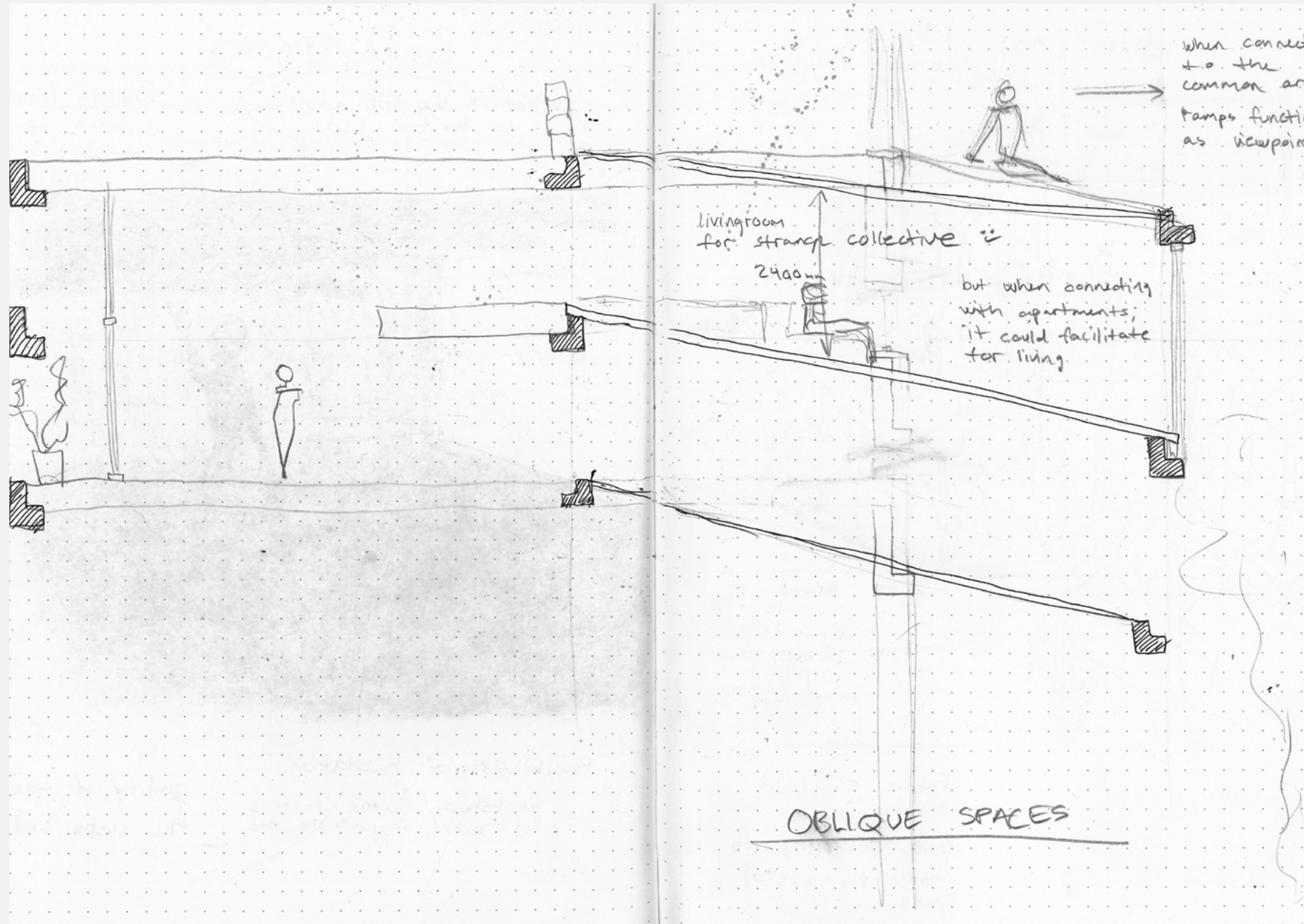
chapters in

WHAT HAPPENS TO THE
BROKEN GRANITE AFTER
DISASSEMBLY?
CAN IT BE USED AS AGGREGATE
IN THE NEW CONSTRUCTIVE "CAST ON"

some places the corners can be
apartments, and some unprogrammed or
laundry, etc.

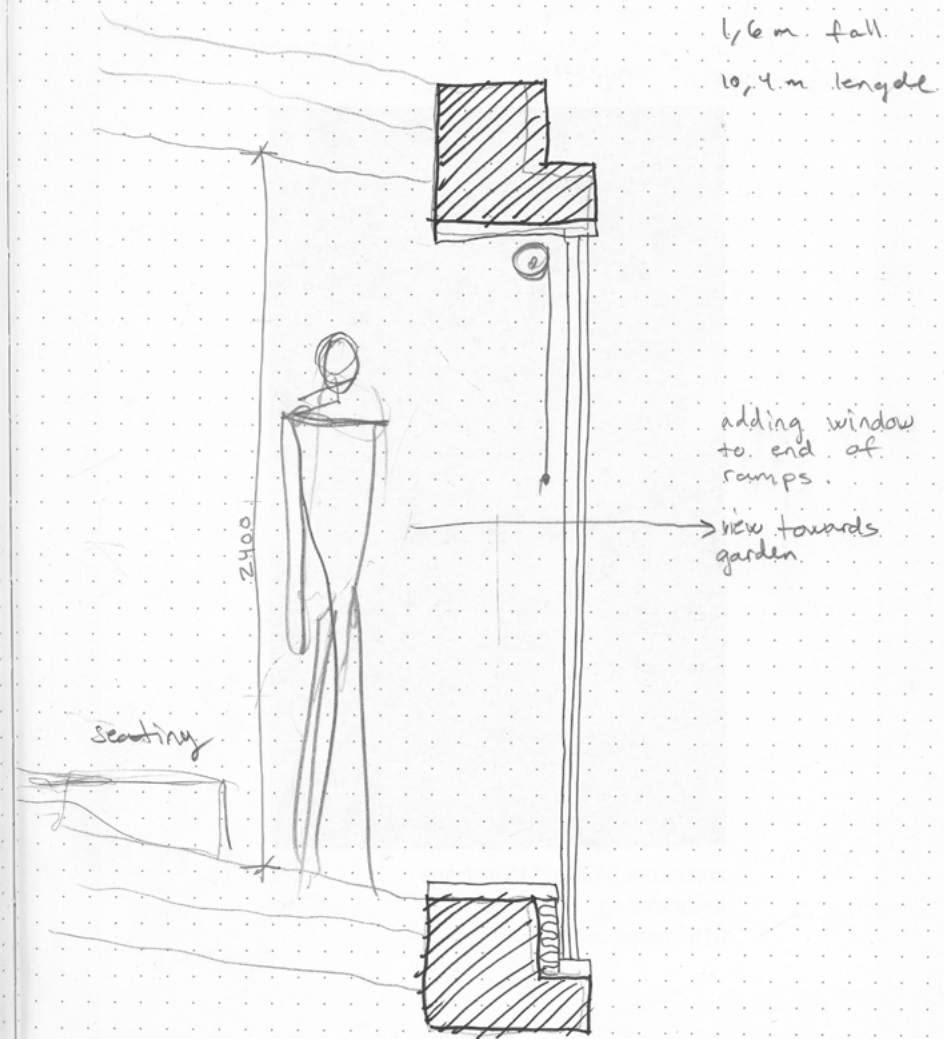
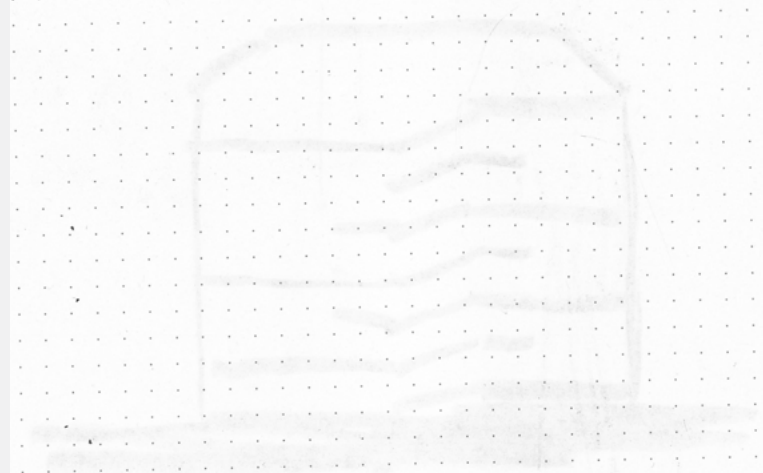
range of variety in apartments

The possibility for each unit to choose if they want a second floor or a double high ceiling

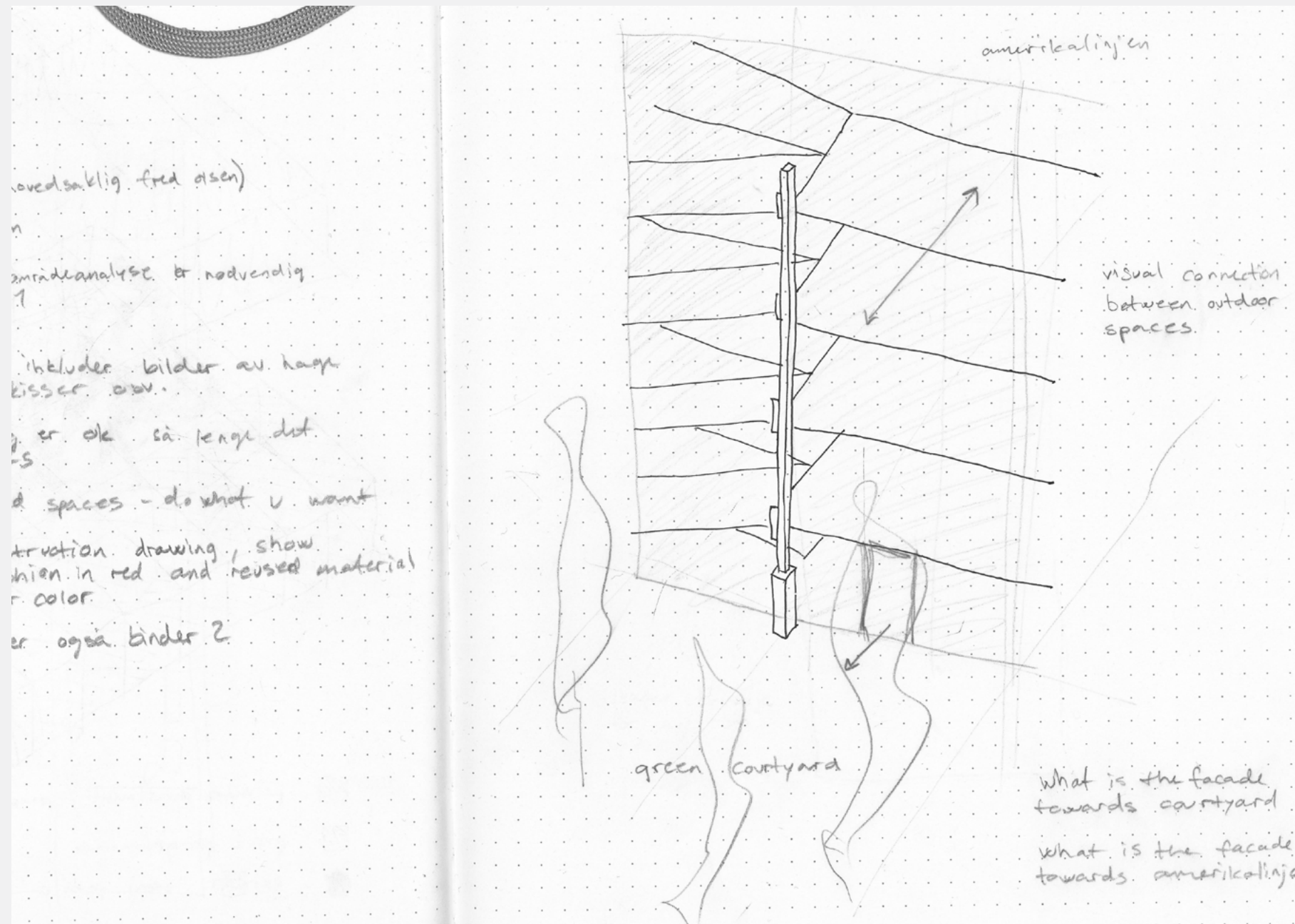


Can the ramps become comfortable spaces?

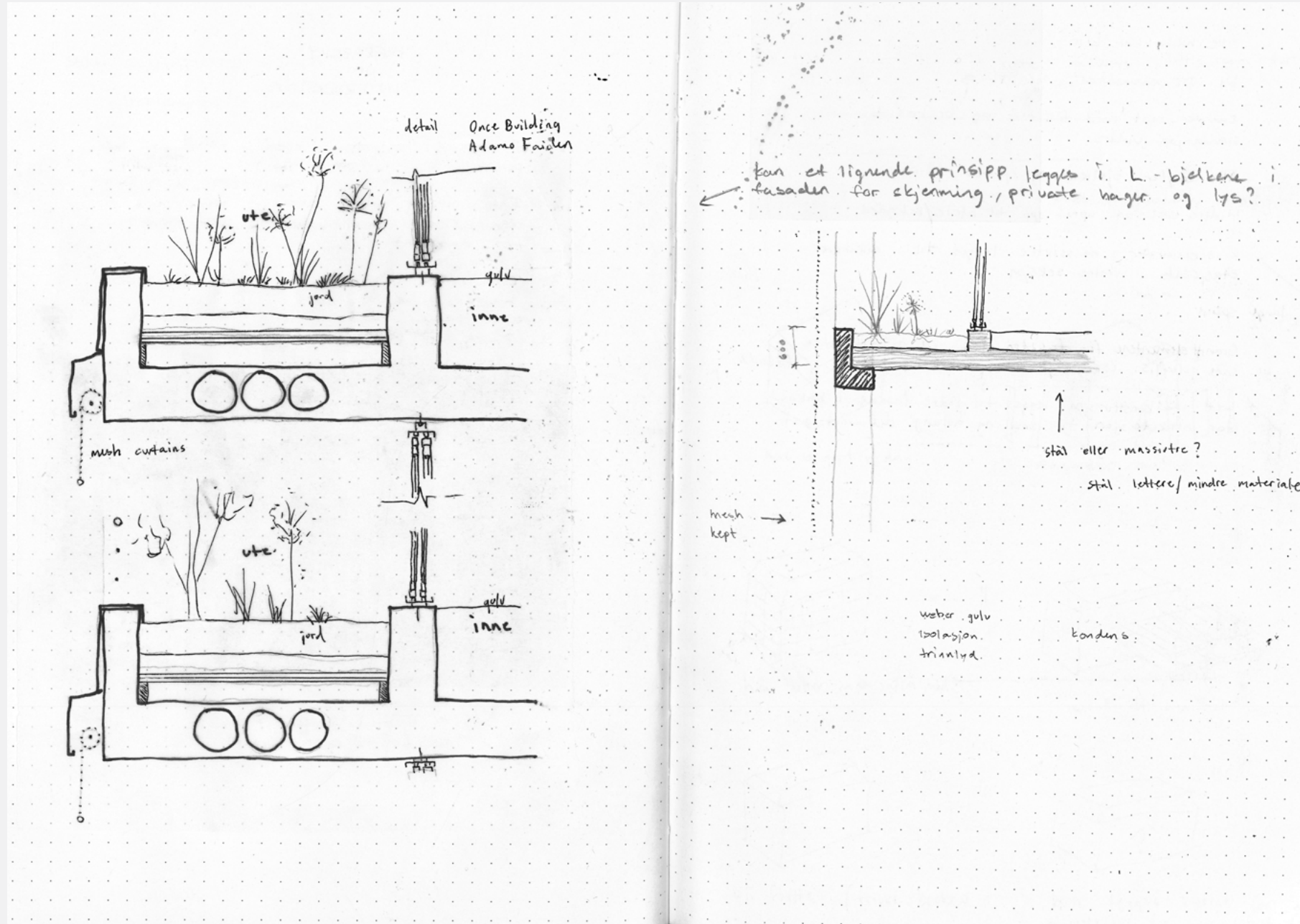
orsdag planer og snitt for aktivisering av rampen
rganisering av binder, hva mangler og trengs.
v. tegninger / diagrammer



Adding window to end of ramp where the ramp is part of a dwelling.



Visual connection with Amerikalinjen. Keeping the ramps for circulation, as the car parks DNA.



Detail: Making each balcony a little private garden.

hierarchy of structural interventions

Step 1

What is to be dismantled and what can be reused within the project?
Make room for sufficient daylight and floor heights.

Step 2

Establishing new structural members due to increased occupancy
load.

Step 3

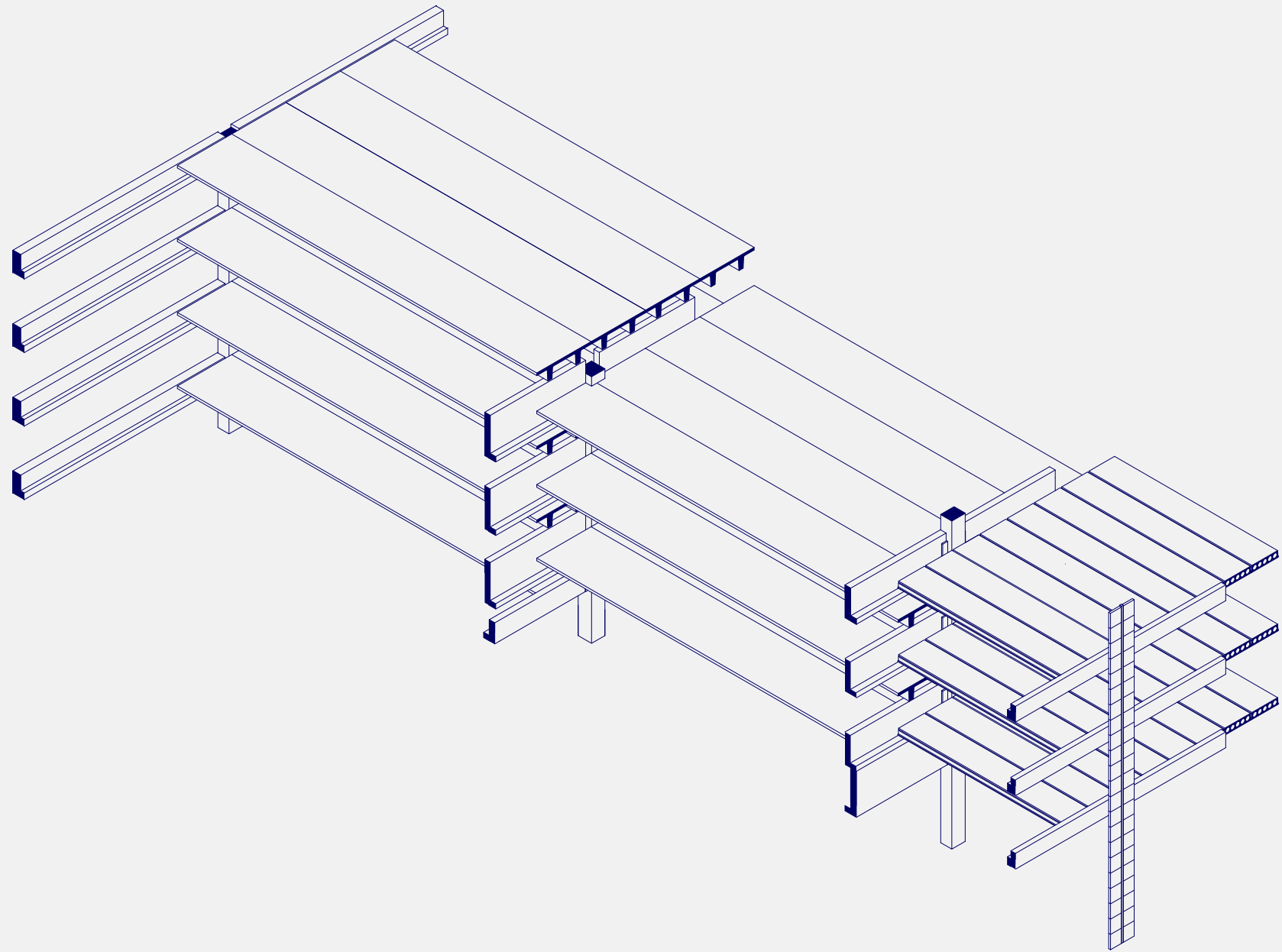
Implementing a human circulation and movement within the
structure designed for cars.

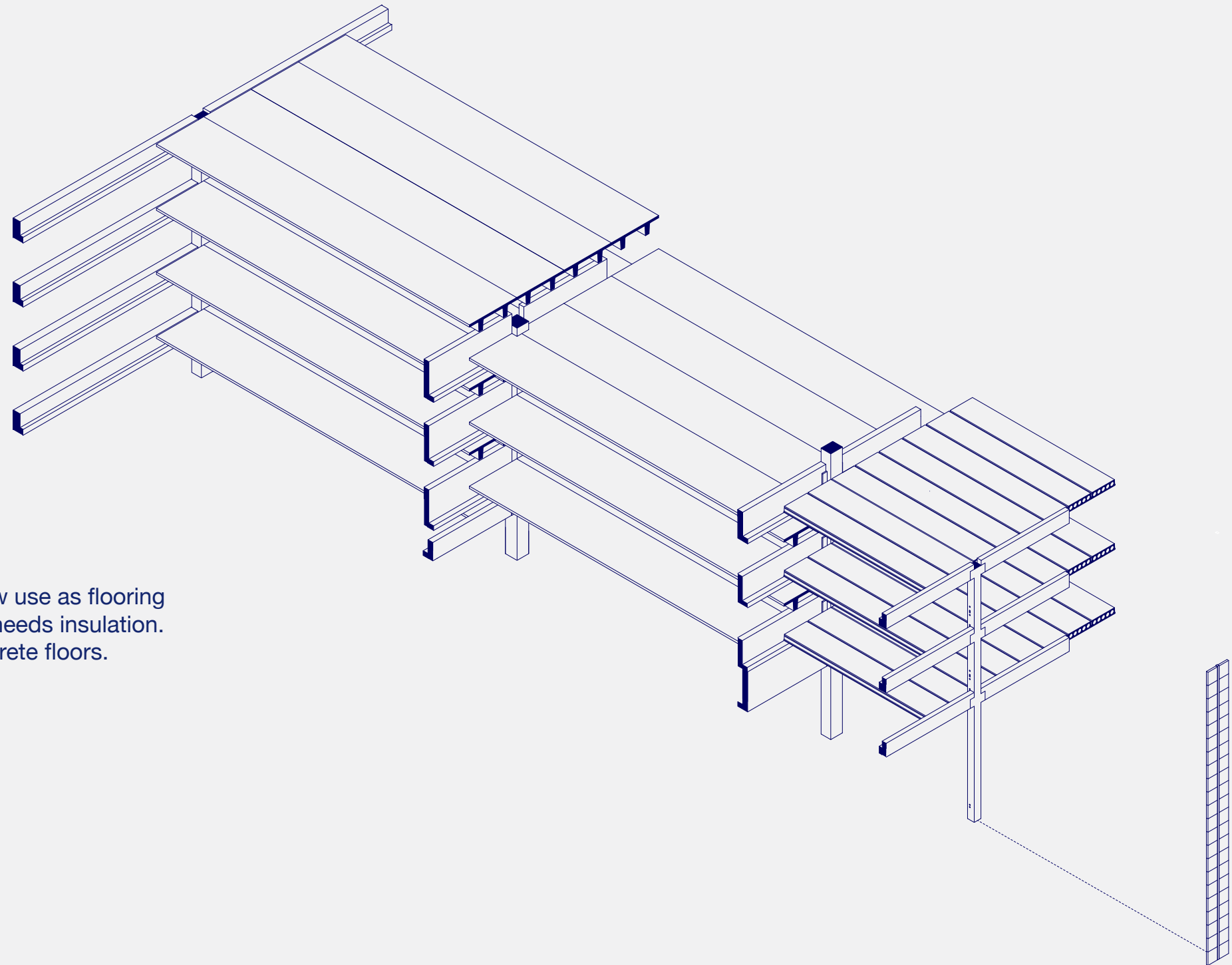
Step 4

Piping for water

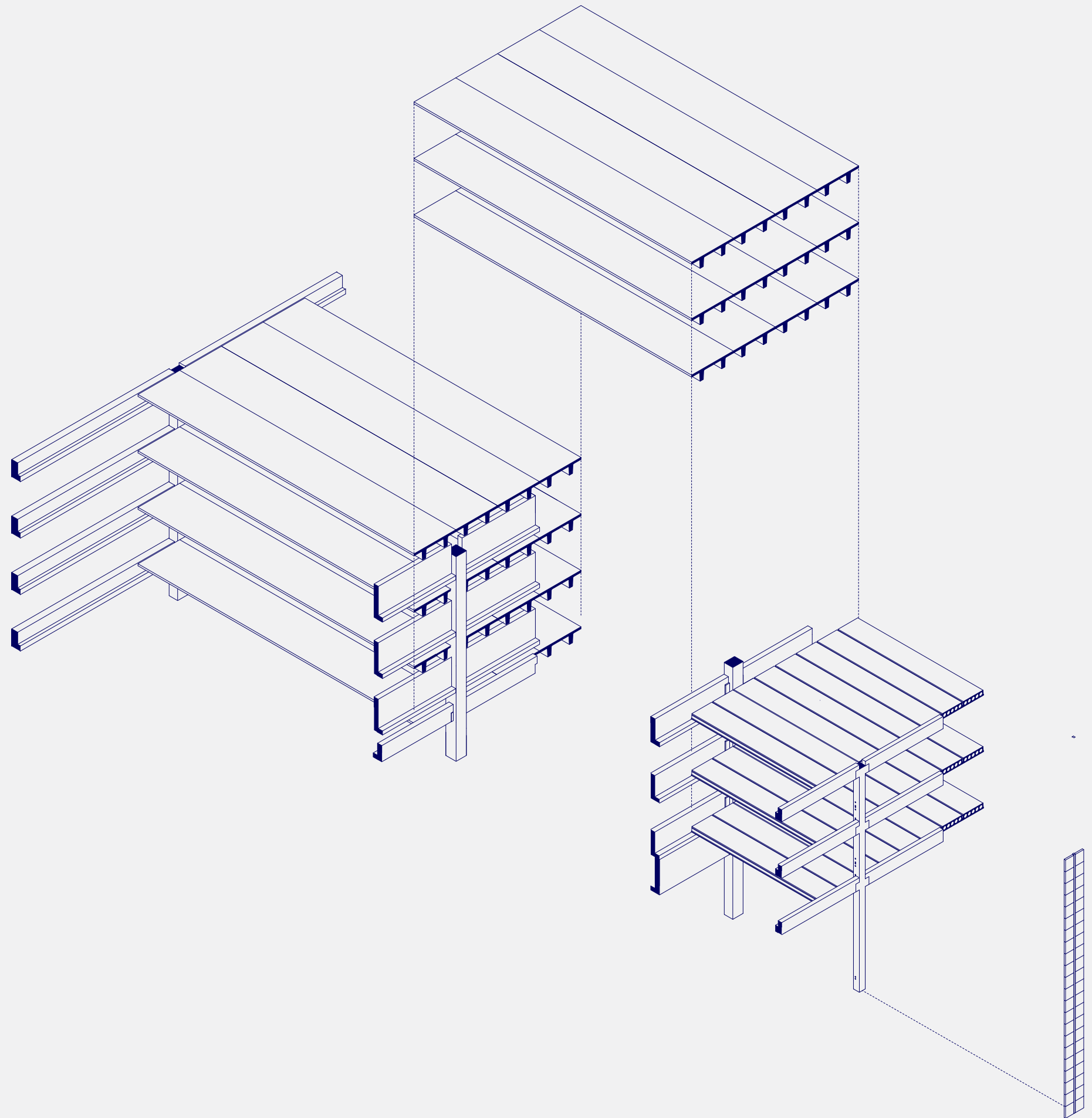
Step 5

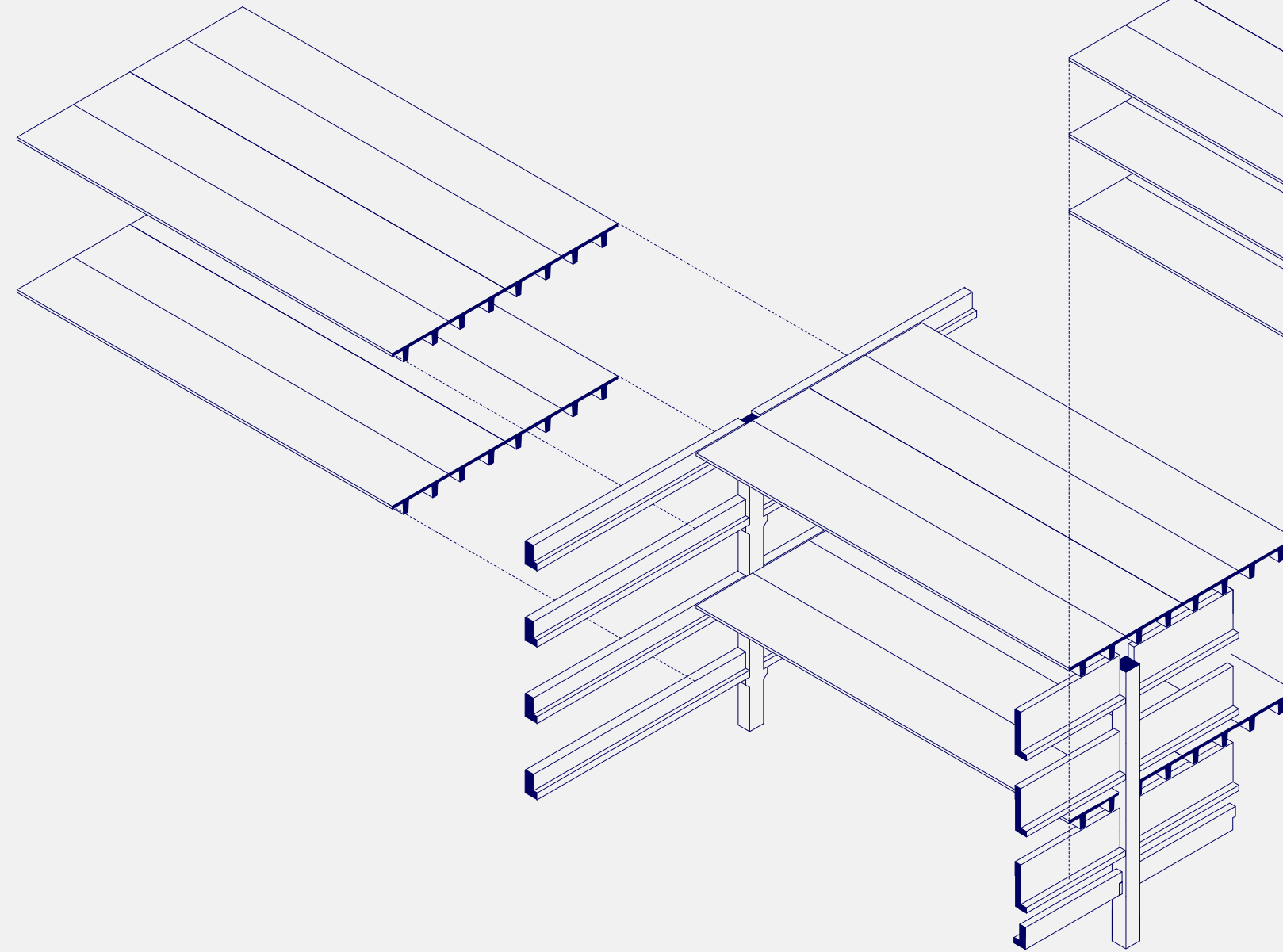
Climate shell





The building is undressed of its granite tiles that gets new use as flooring and smaller cladding where the beams to the courtyard needs insulation. Broken tiles will be used as aggregate in necessary concrete floors.



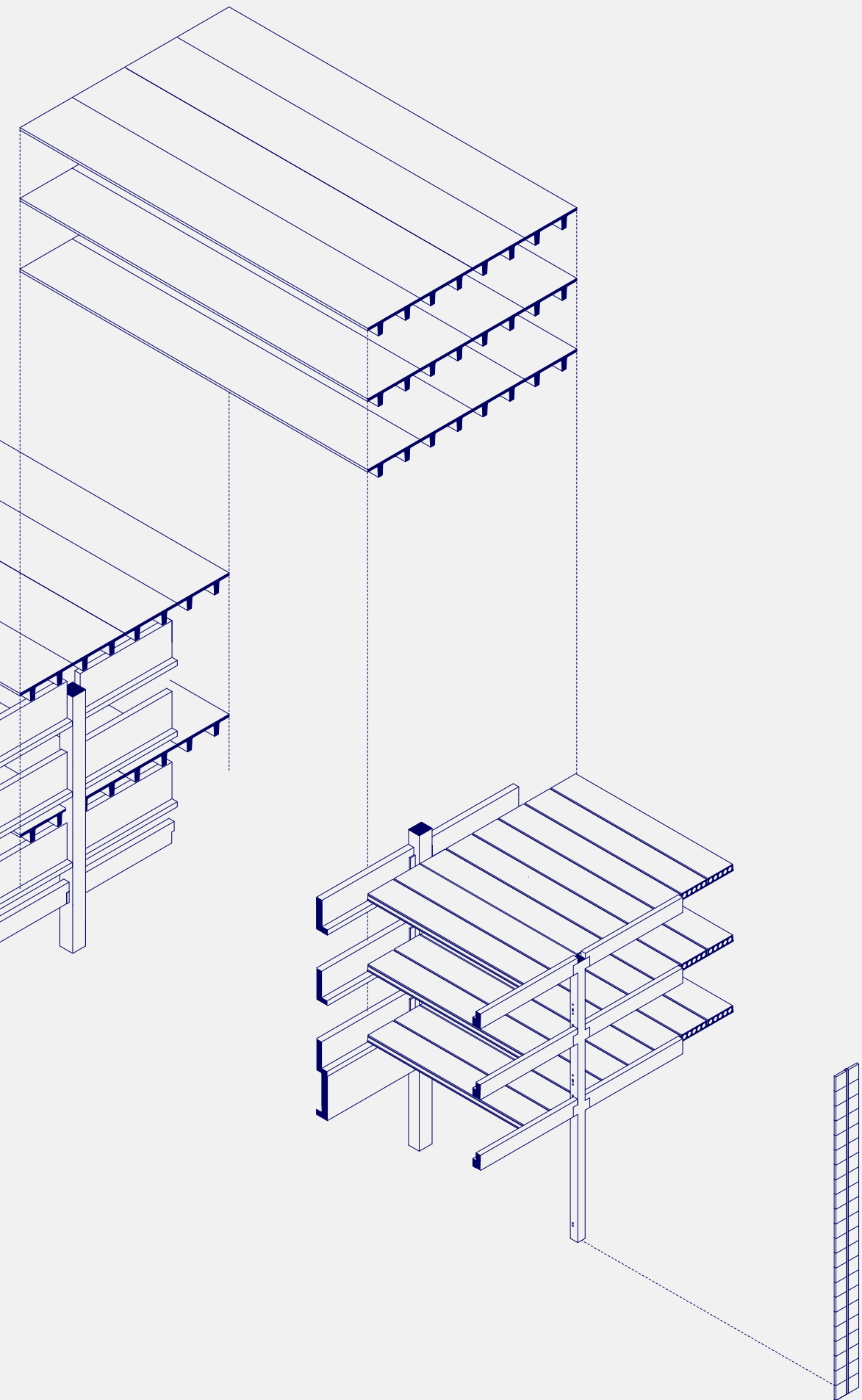


168 TT slabs will be removed, and sent to storing or recycling. The project's new established courtyard garden recycles crushed concrete from unusable TT slabs as gravel.

152 TT slabs are kept and reinforced with constructive concrete cast for continued use. These TT slabs are from the upper floors, as they are to be assumed "healthier".

By removing these elements the building gains spatial qualities which makes it possible to live there. Even though over 50% of the TT slabs will be removed, the reuse of almost all of this building's load-bearing concrete structure will significantly reduce the environmental impact.

Construction principle



They TT slabs must be used in their full length, as cutting them would compromise their structural integrity. Therefore, they will still function as floor dividers, but for the buildings changed use, they will require reinforcement to take the increased load.

The slabs are propped up, the asphalt is removed, the elements are sanded, and 100mm new structural topping is applied. The new and increased cross-section of the TT elements then provides sufficient load capacity to support residential/office use.

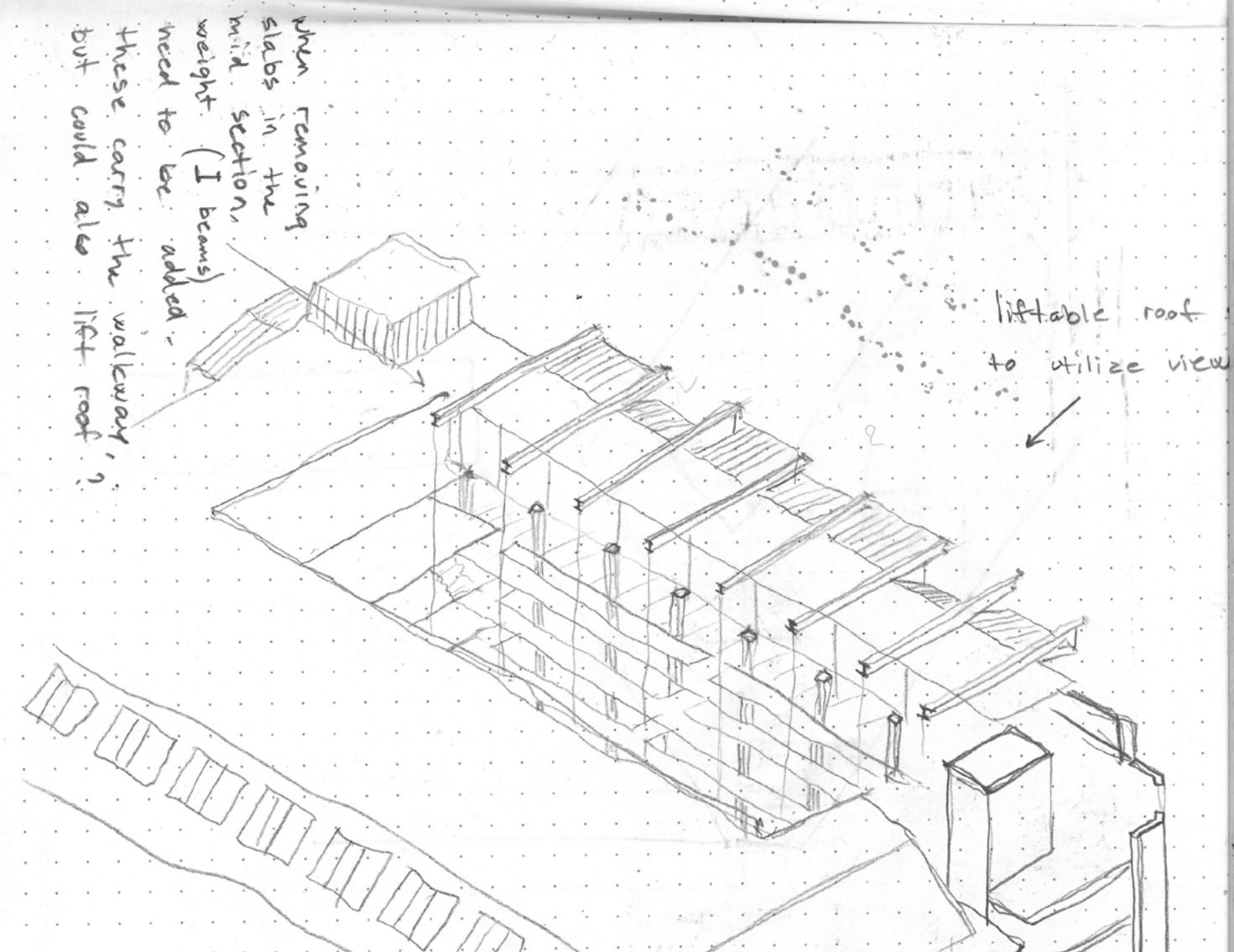
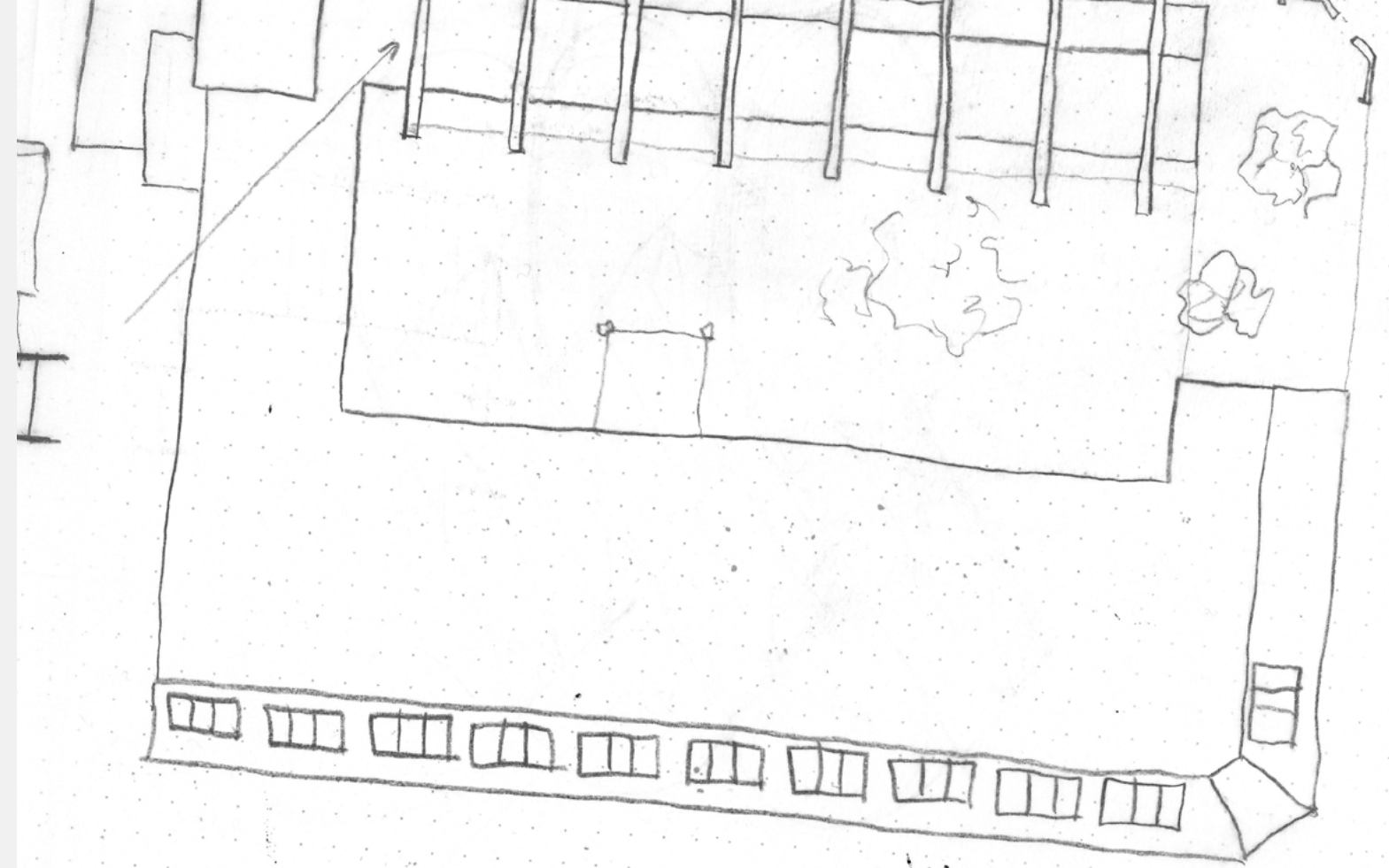


The beams in the northeast-facing facade now bear an increased load, which is resolved by introducing properly anchored support structures in the form of steel columns at the axis points that currently lack columns.

Leca blocks from the current car park is disassembled and reassembled as unit dividers, then lightly plastered.



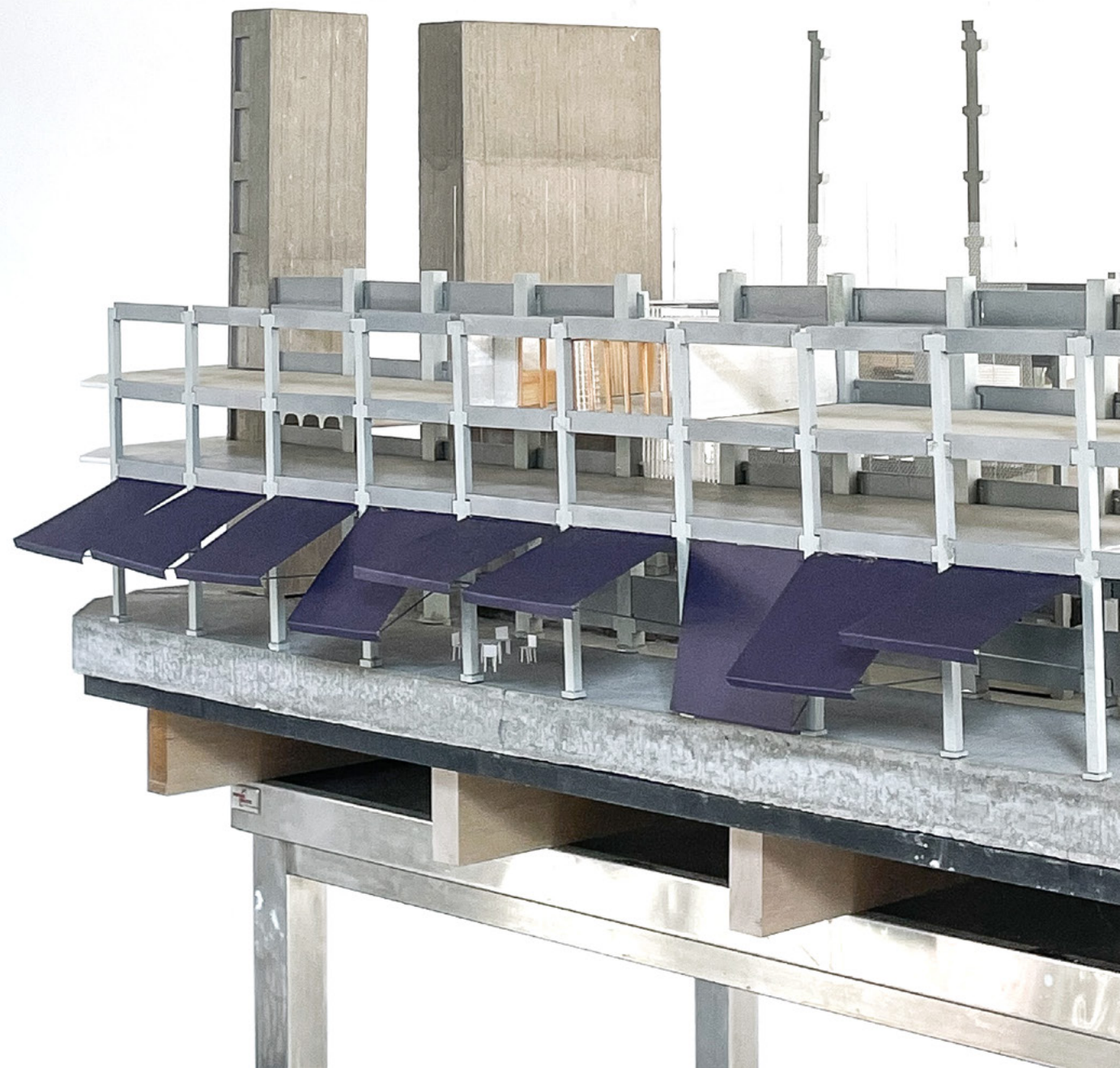
Removing the TT slabs in the middle section reduces the load on the column/beam structure toward the new courtyard. Some of this load is absorbed along the side that still has TT elements on alternate floors, but the opposite side. By suspending a walkway from a new beam span on the roof, this balances out the structure again. The walkway is suspended by tension rods from I-beams over the roof and rests on HE 120A beams, which are mechanically attached to the column.

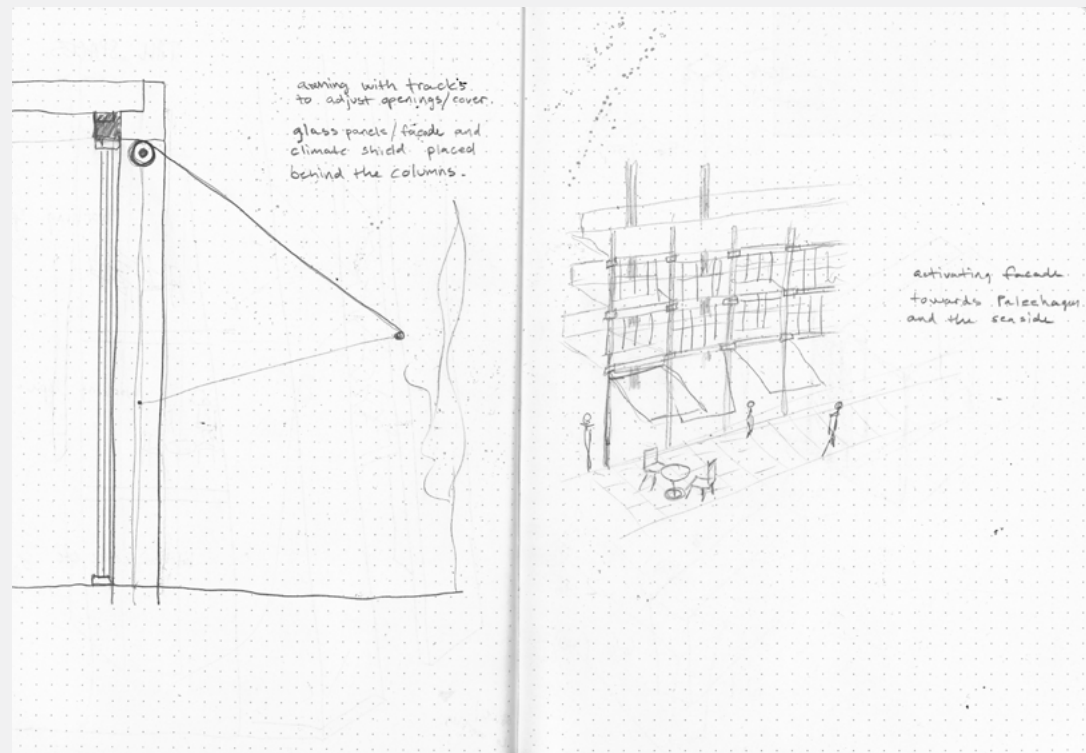


construction

m o d e l

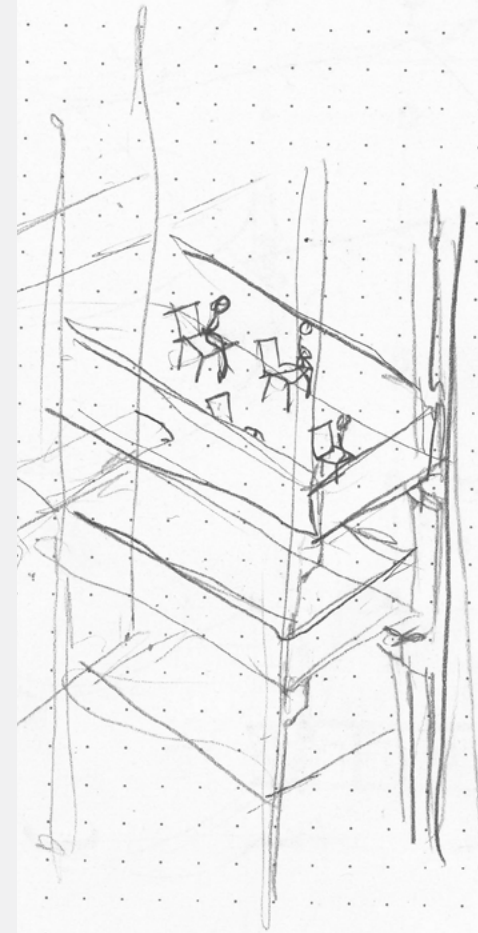
1 : 5 0



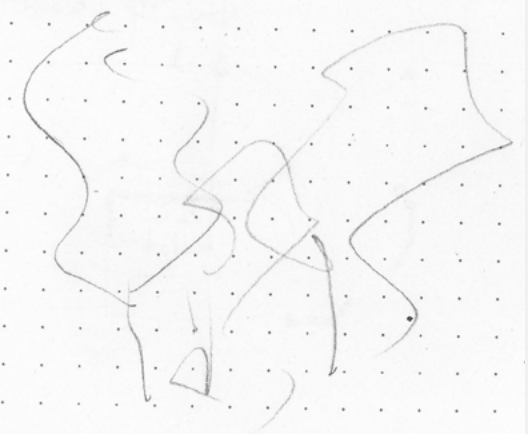


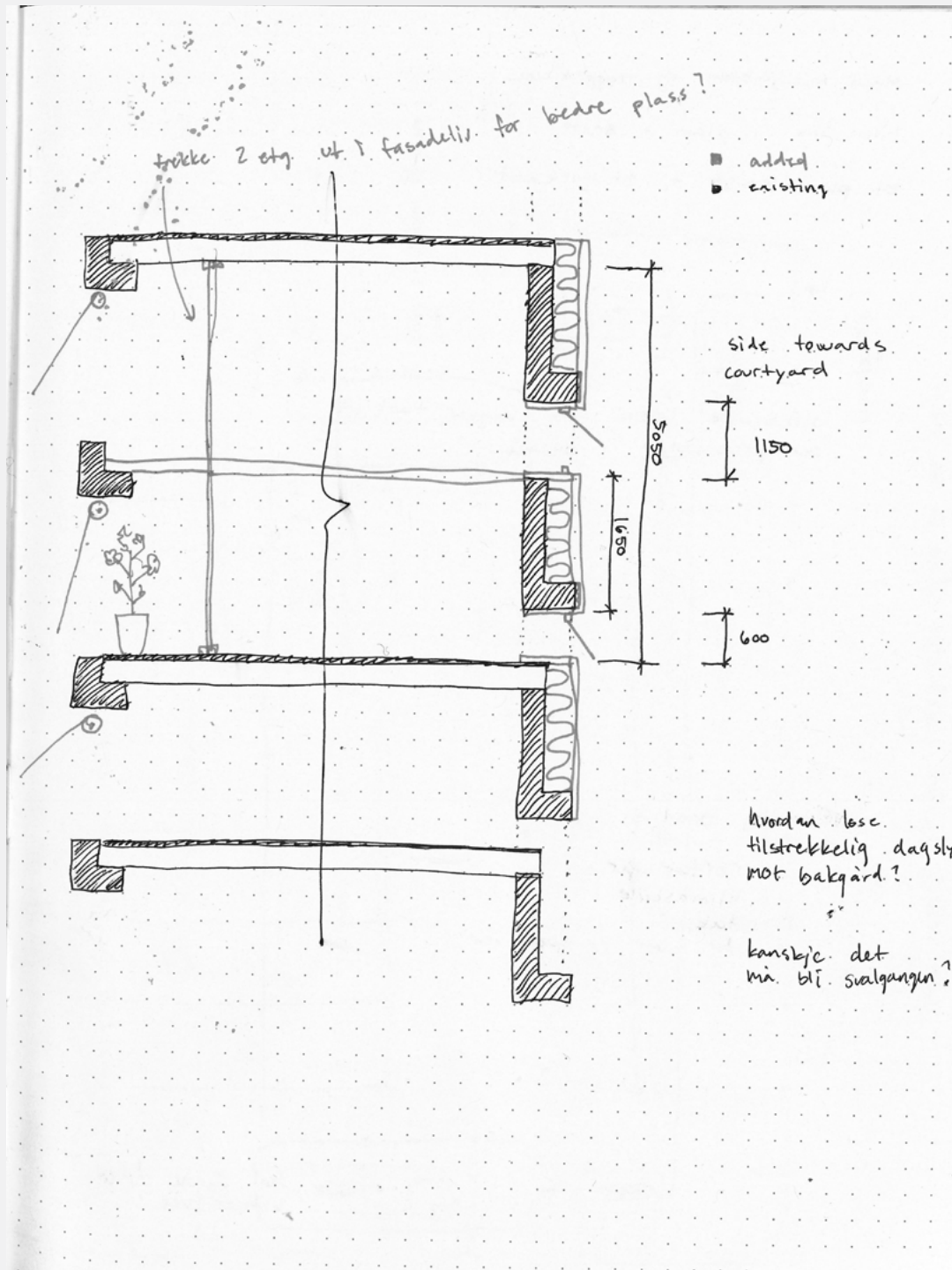


Larger multi level - multi bedroom, apart.
All apartments have their own outdoor sp
Almost all ramps are kept and use
as circulation space.
Middle ramp could be seating for
events?



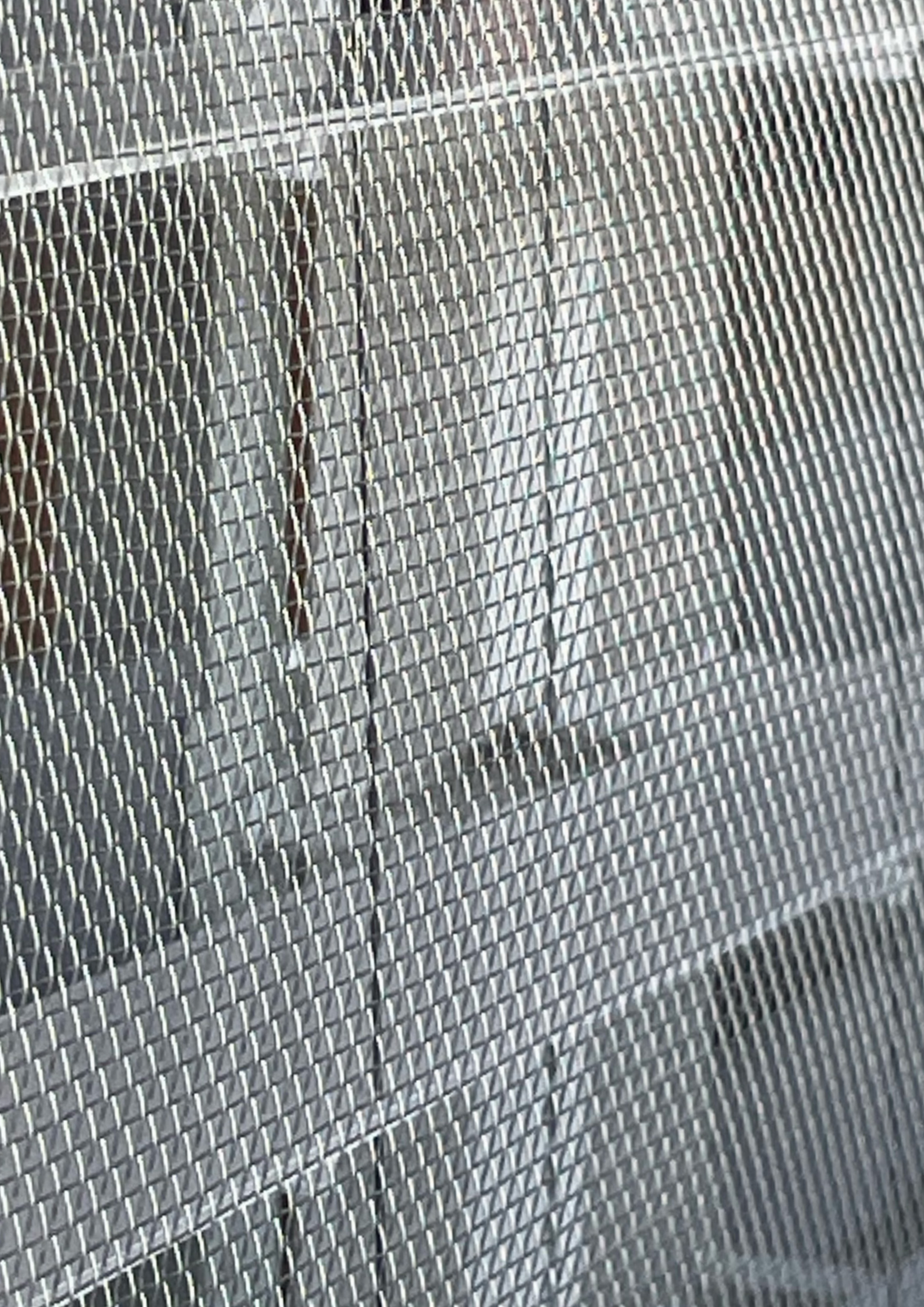
ACTIVATING
RAMPS WHEN
NEEDED





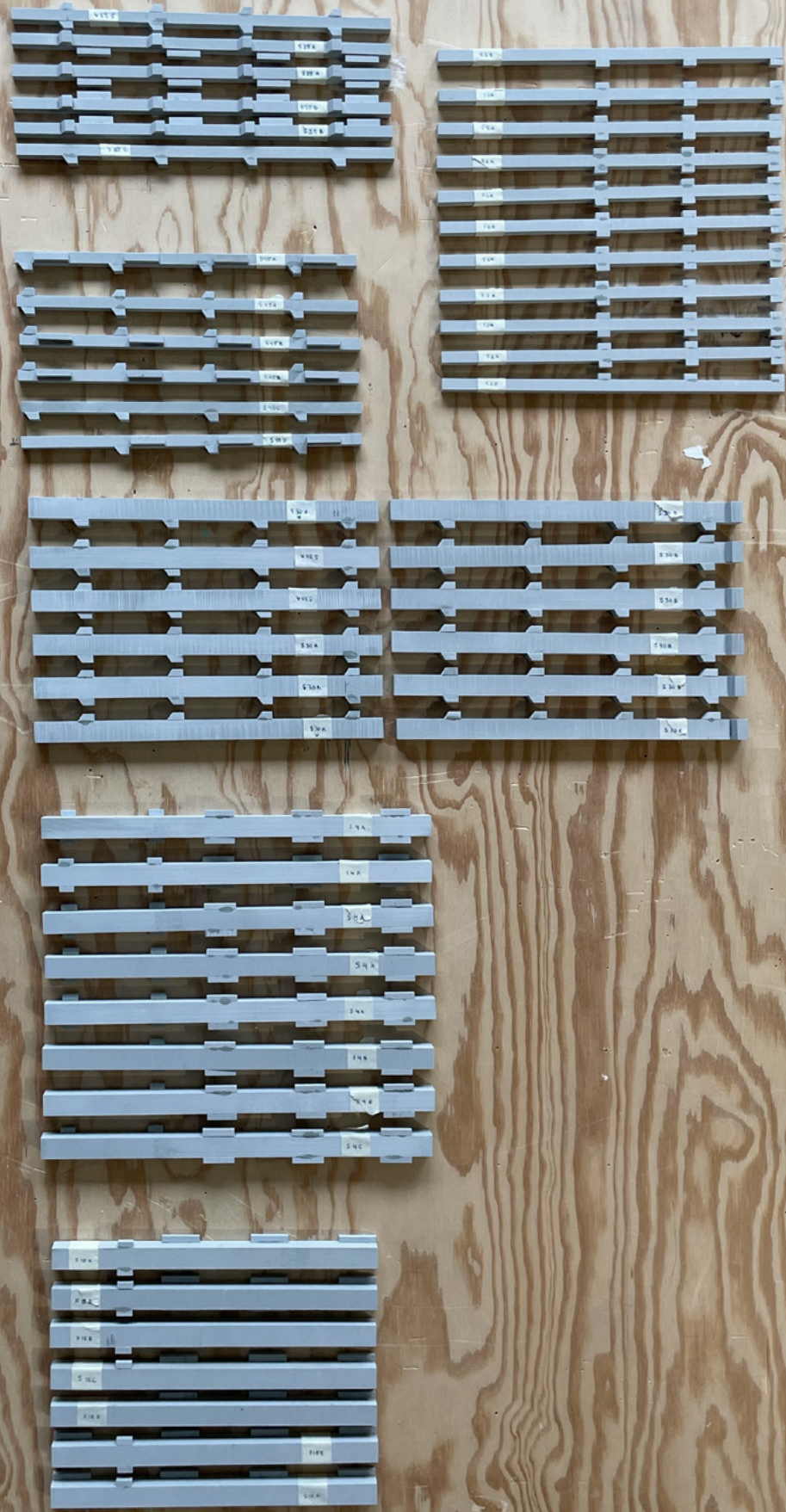


The facades towards the city are pulled back from the construction to provide a sense of privacy, and space for private gardens. This privacy is even more important when living in the middle of the city centre.















a r t e f a c t

m o d e l s

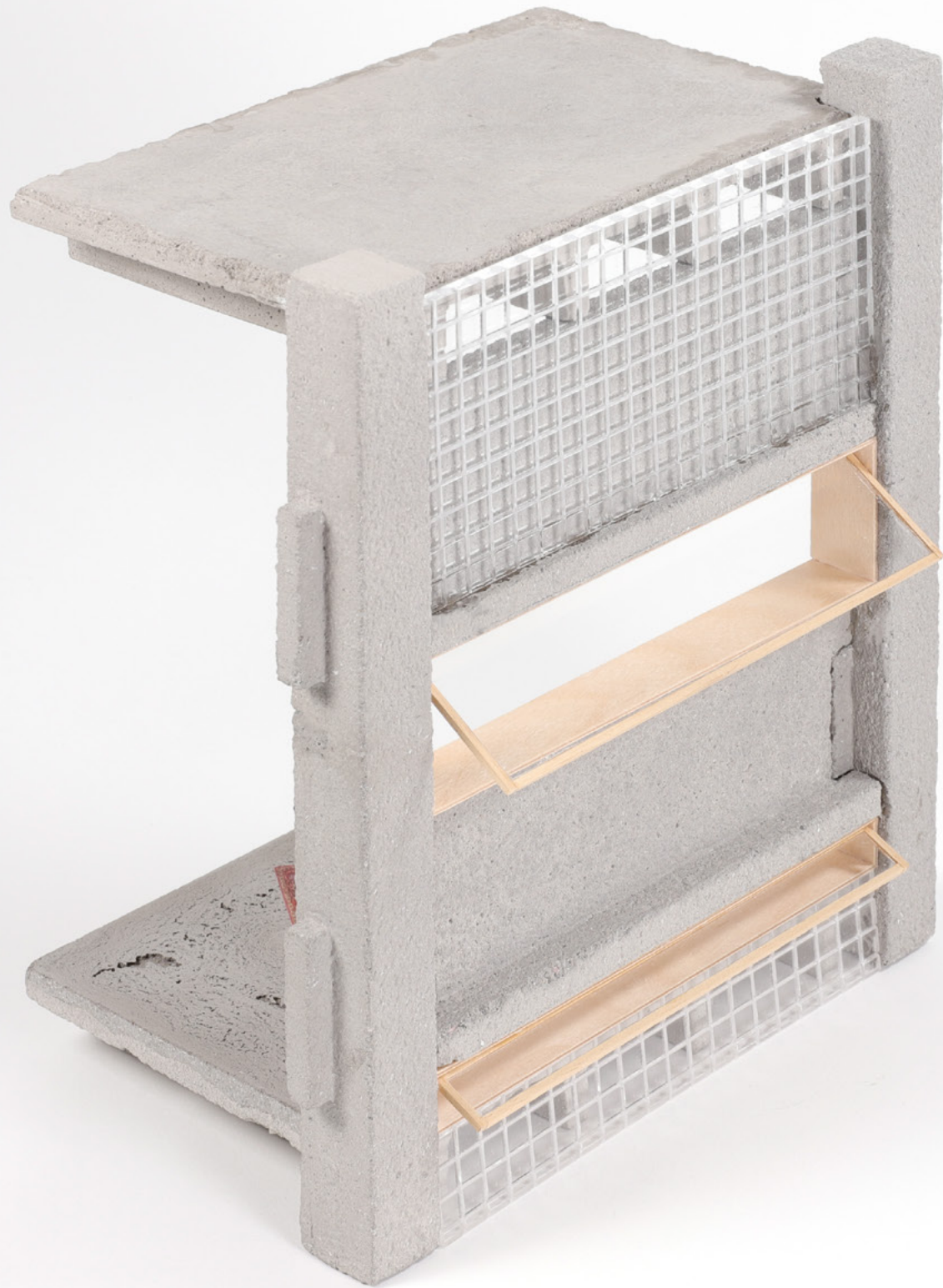
1 : 2 5





To emphasize the spatial qualities the structure can bring, the artefact models in 1:25 shows two of the facades and how small gestures brings a whole new feeling to the space.





Like adding windows to the gaps between the beams and isolating glass blocks on the beam “shelves” to climatize a room. This drags daylight along the underside of the TT slab and the lower window of 30 x 420cm facilitates for a more private space.

While on the north-west facing facade, apartments get daylight, privacy and balconies when the construction is exposed and the facade drawn in behind it.

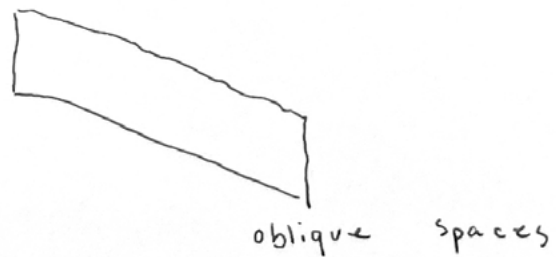
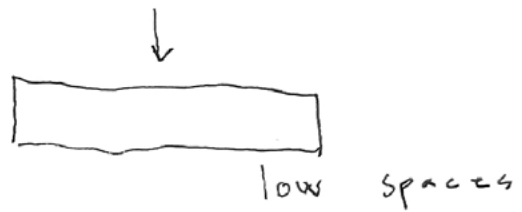
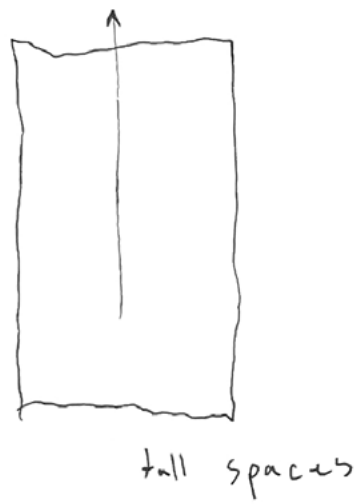


a

collection

o f

s p a c e s



d

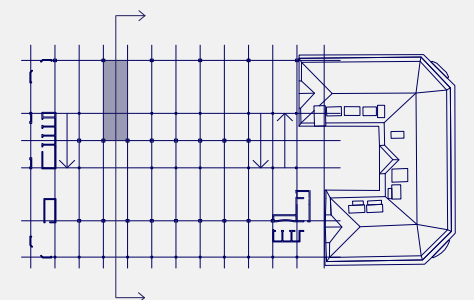
e

e

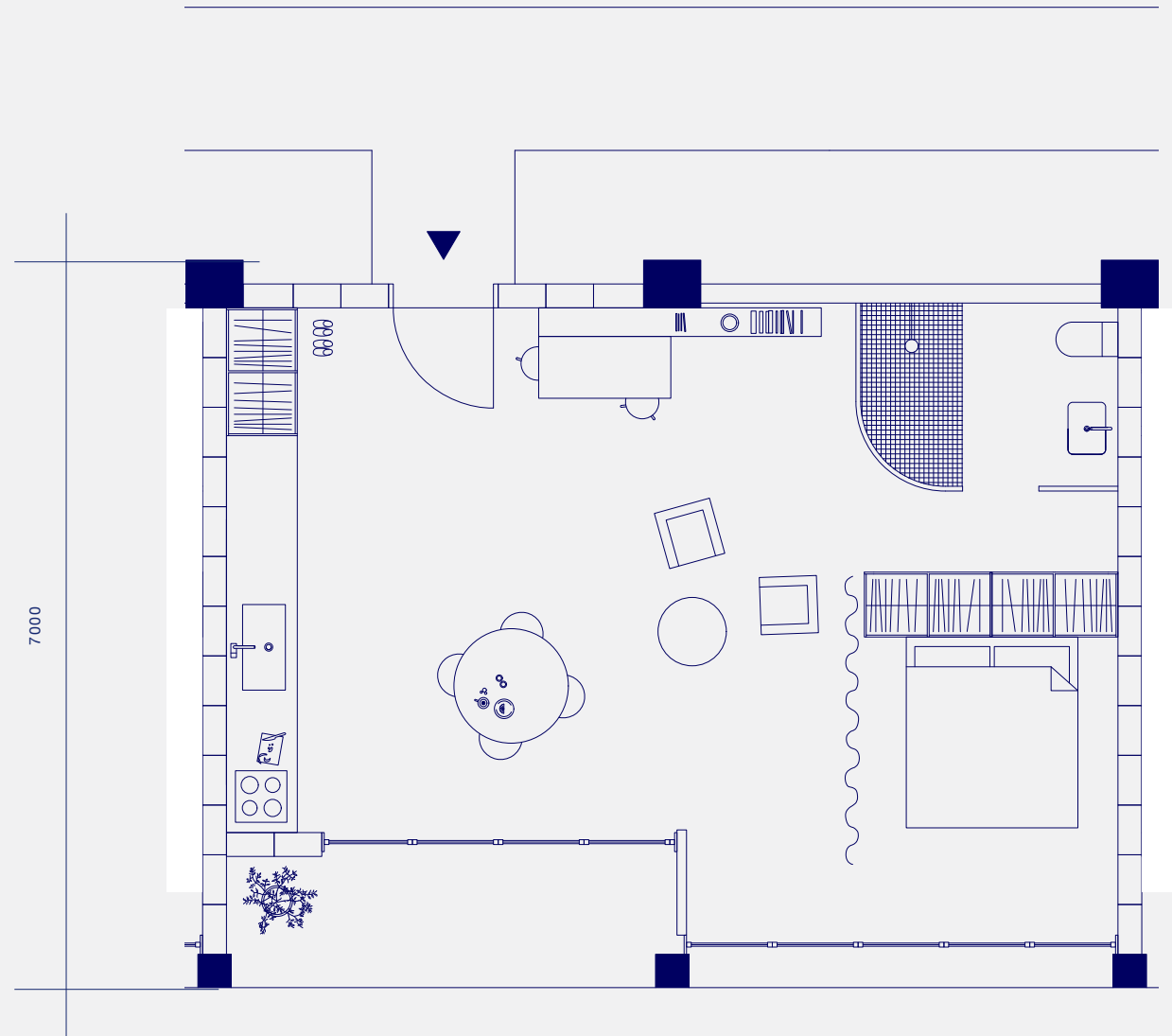
p



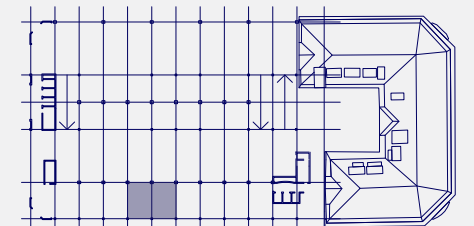
On the opposite side of the courtyard, the spaces becomes deeper and narrower when separating units. To maximize natural light and ventilation, there are windows in the spaces between the beams facing the courtyard, and recessed folding facades towards the street for private outdoor areas, increased privacy, and maximum natural light and air.



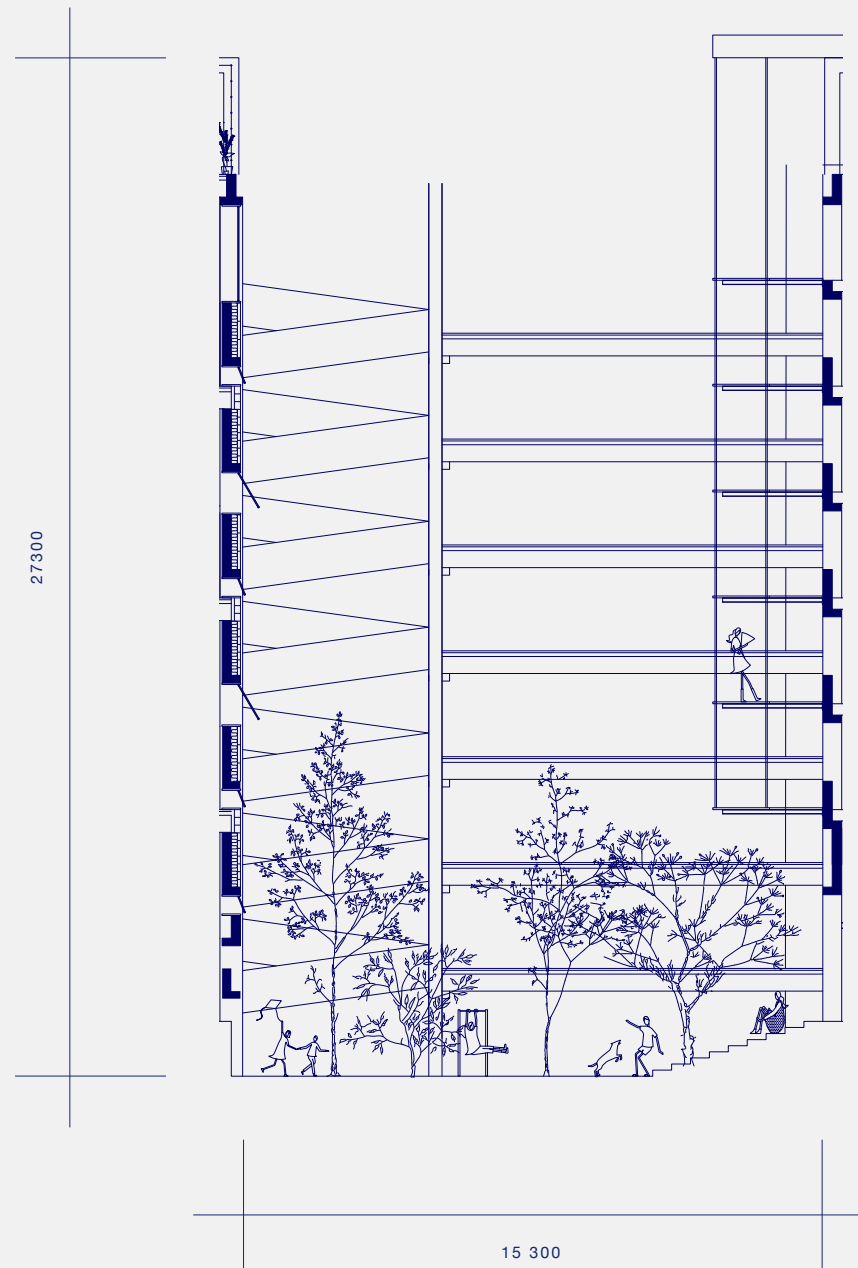
s h a l l o w



The long side of the building facing the Oslo Fjord, which currently houses office spaces, presents a challenge due to its shallow depth. This results in rather unfavorable circulation situations. Therefore, for continued use, a covered walkway is added on the courtyard facade, maximizing the utilization of the limited depth available and creates dwellings with ample facade space.

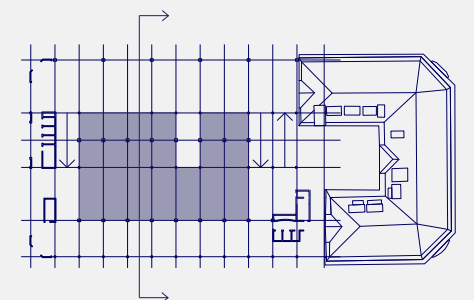


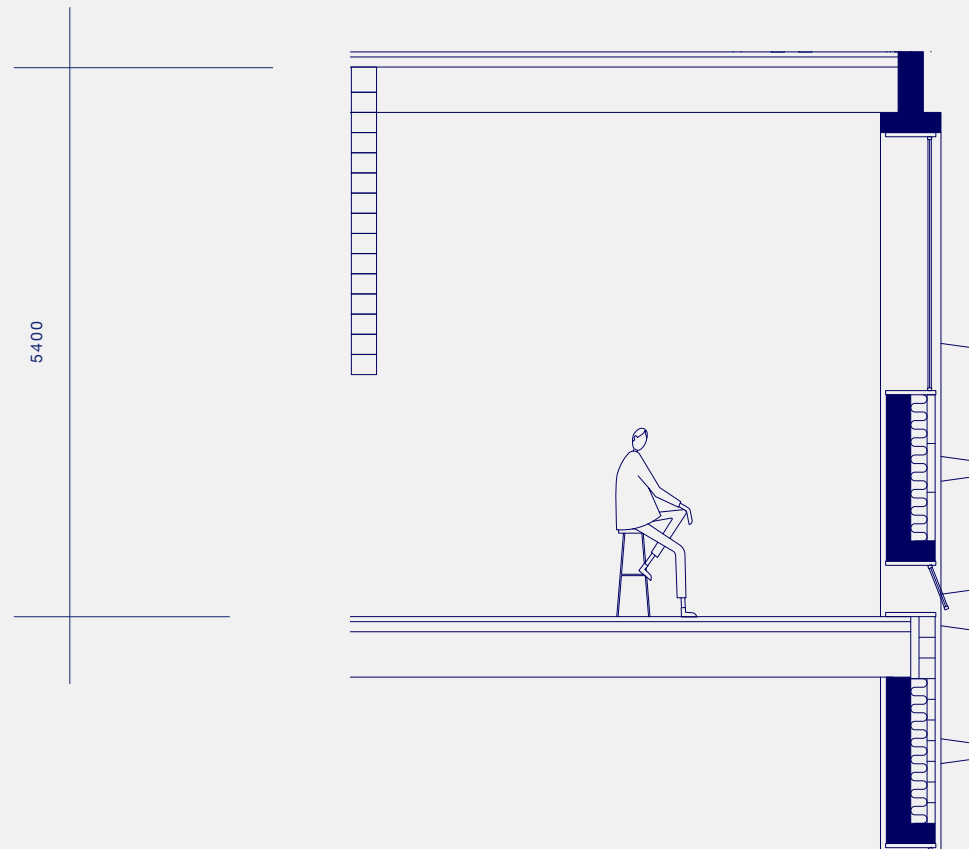
t a l l



The outdoor space established after the removal of the mid section of TT elements, forms a narrow and tall green courtyard where the construction is fully readable.

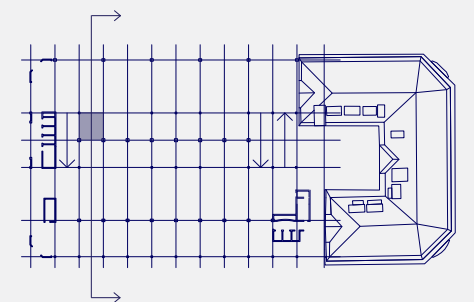
The backyard becomes the mediator between programmes, mainly visually, and partially by access.





Section 1:75

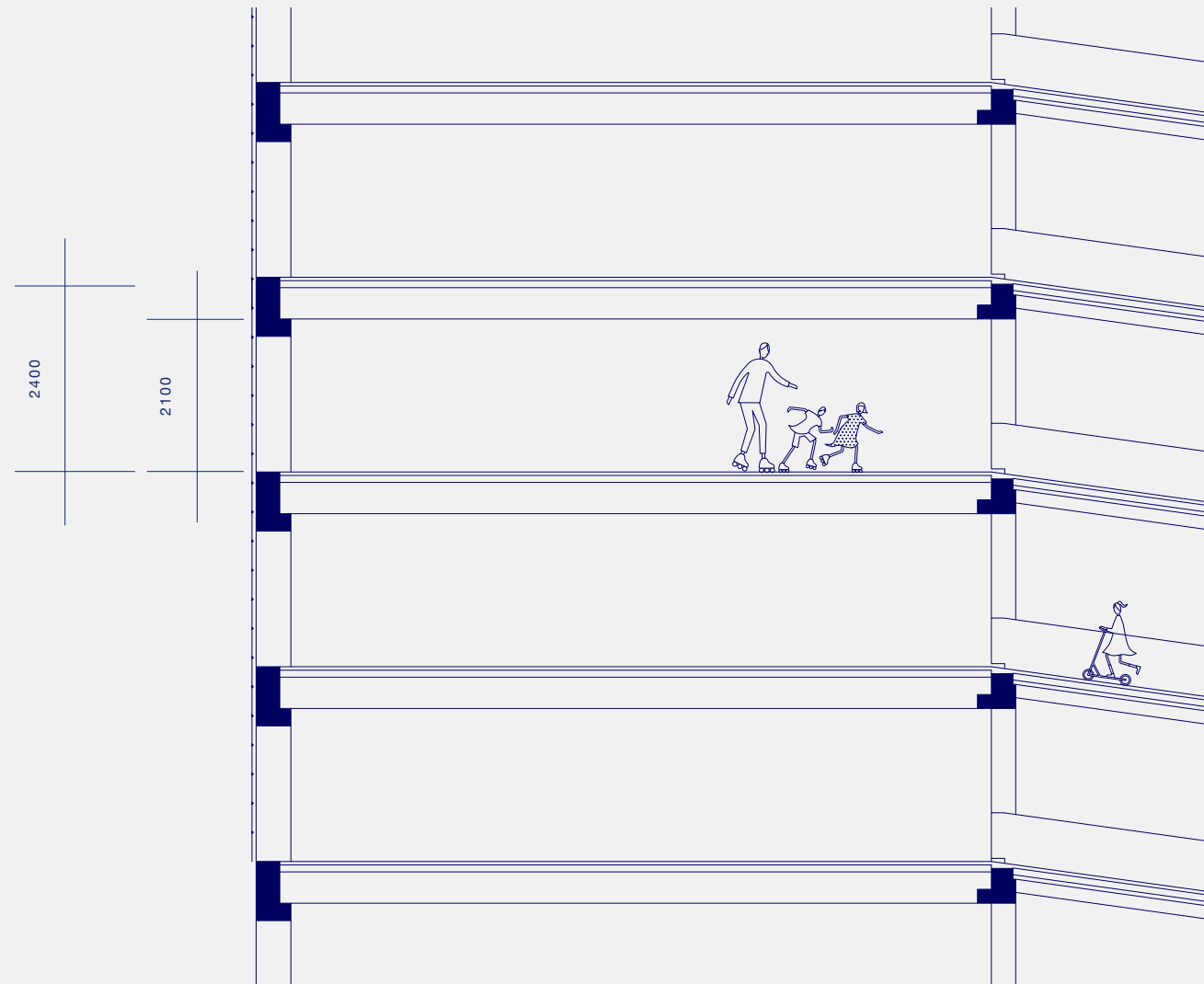
At some locations, the hallway grows to become small double-height rooms. These can be rented out as studios or ateliers where the occupant stands free to use it as one tall space or add a small loft.



l

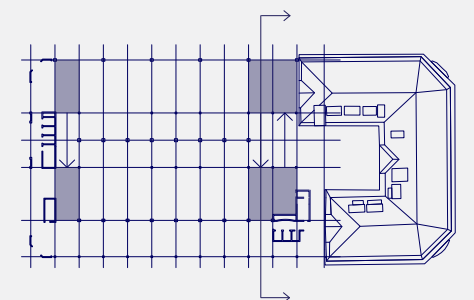
o

w

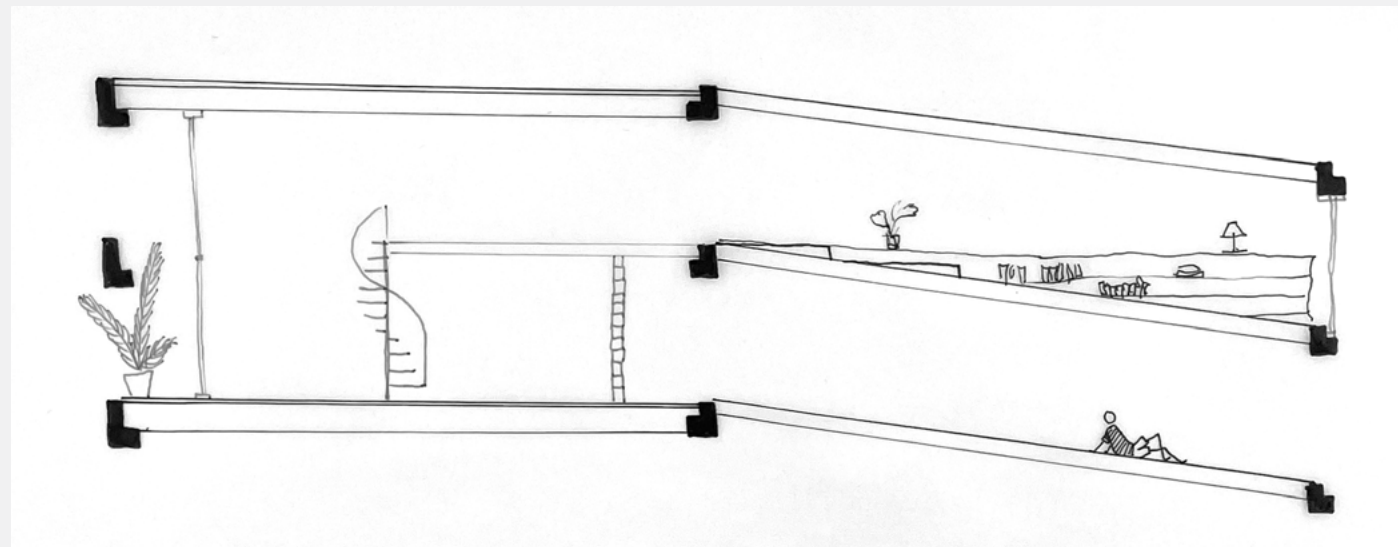


Section 1:75

The ramps, which continues as circulation areas, maintain their connection with the TT elements. These areas of the building also retain their low ceiling height of 2.2m under the ribs (2.1m after structural topping), and 2.5m (2.4m) between the ribs. These are spaces that, in addition to circulation, can be utilized as laundries, communal kitchens, bicycle parking, workshops, and play.

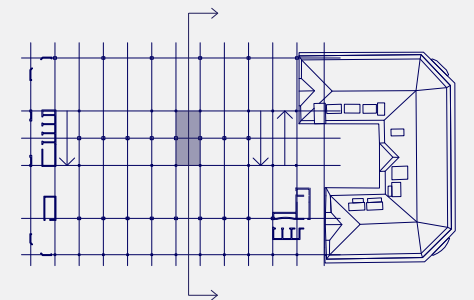


o b l i q u e

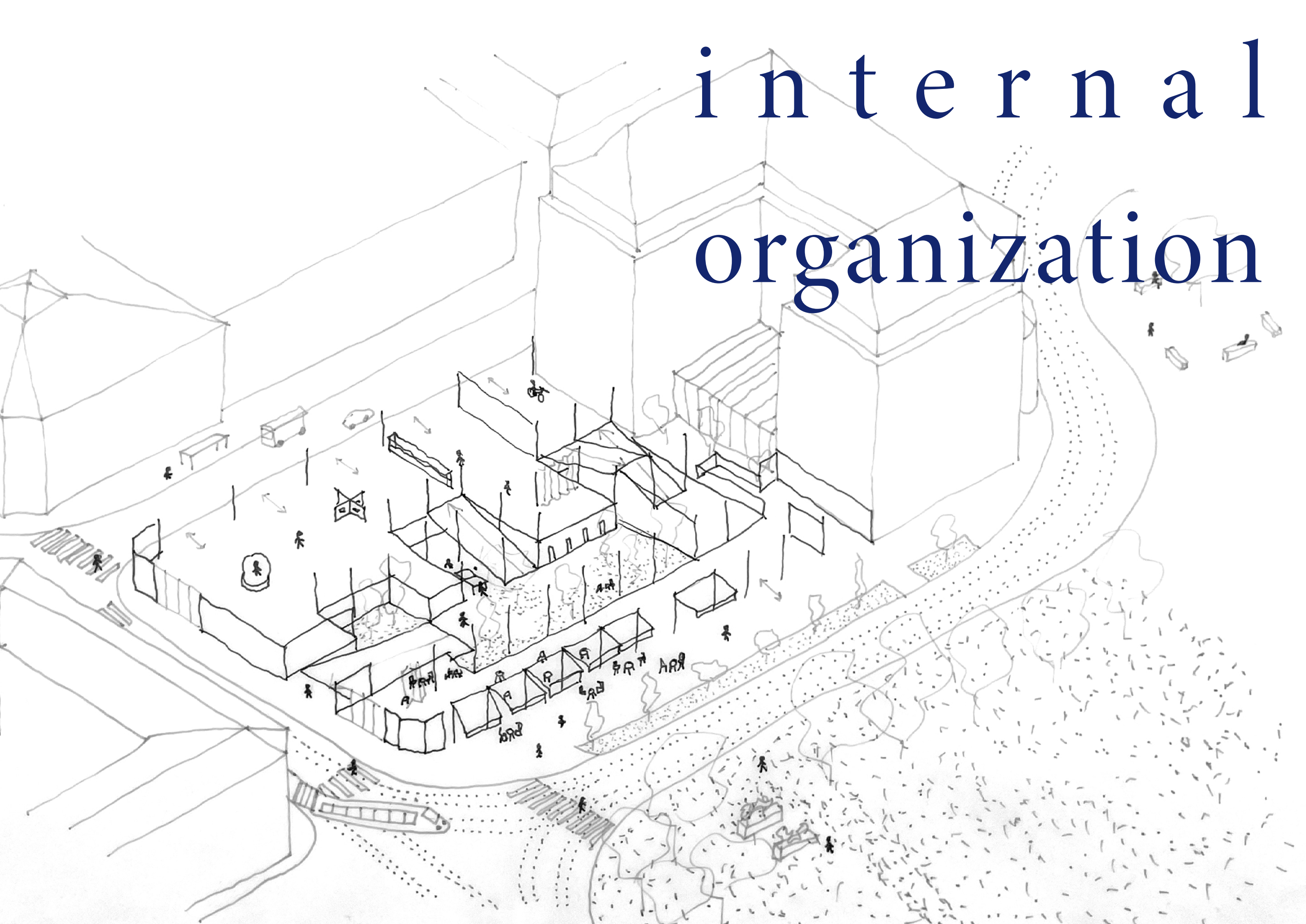


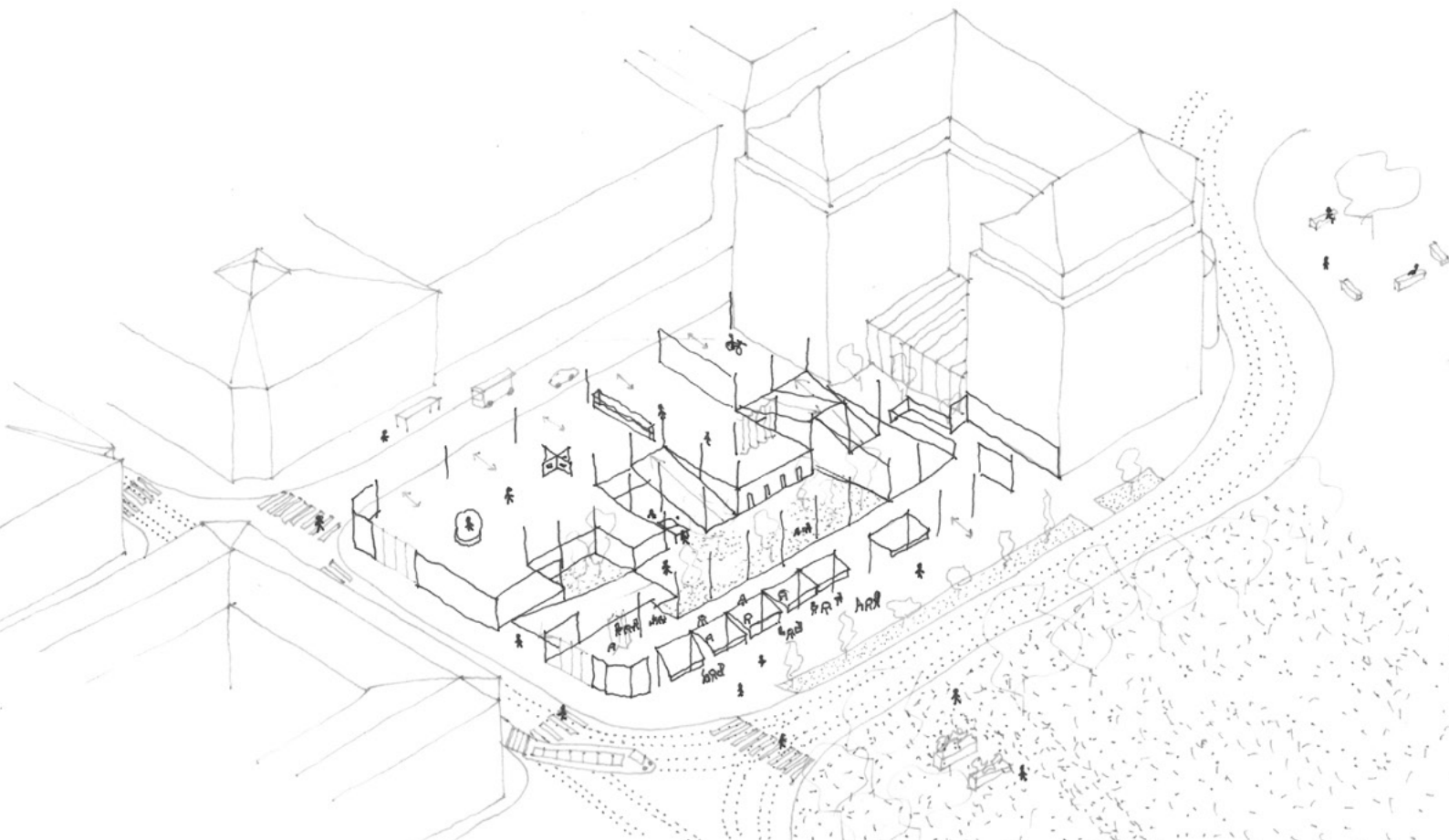
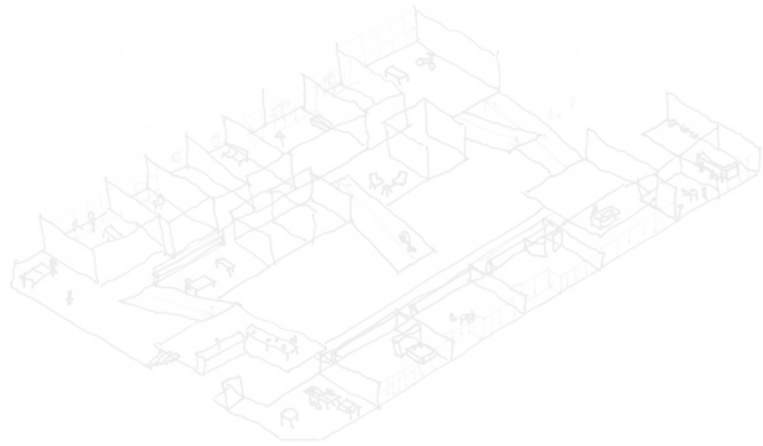
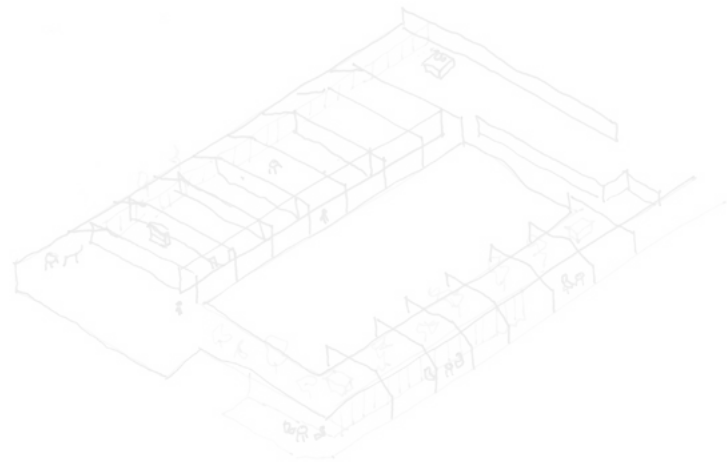
Section sketch

In the mid section, the ramps are kept as spaces for apartments and spaces for view of the garden.



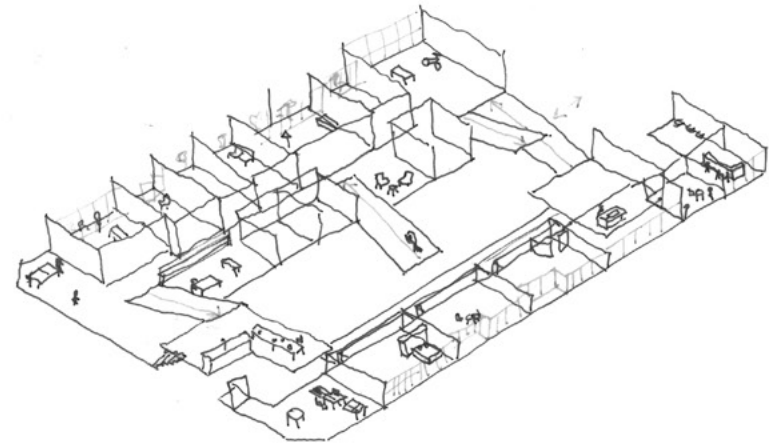
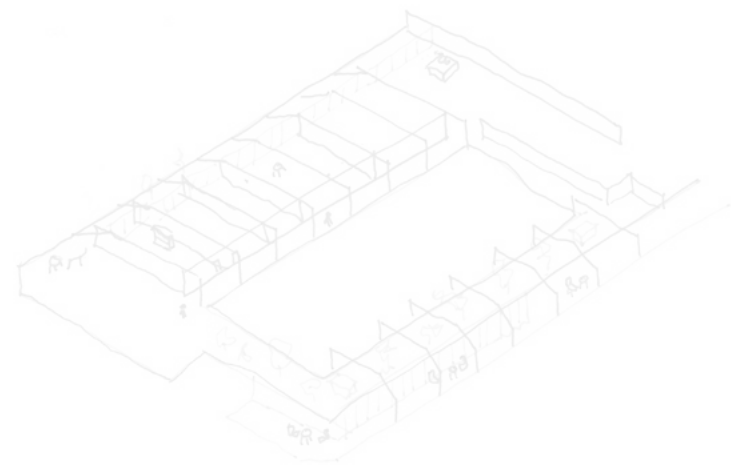
internal organization





There is a significant potential for this building to contribute to the revitalization of urban life in Kvadraturen, both because it is centrally located and because its plot relates to public green spaces, public transportation, and the sea.

At street level, therefore, the boundary between the street and the building is blurred by opening up the facade facing Standgata and inviting people in to the periphery of the building, which makes room for public programming, while the centre of it makes space for a green garden.

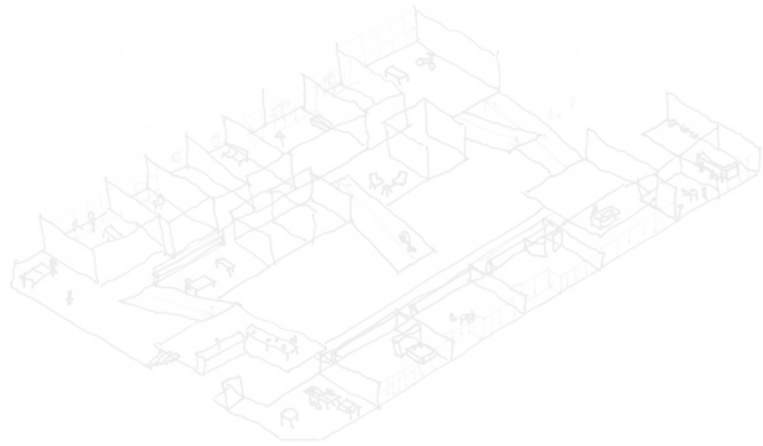
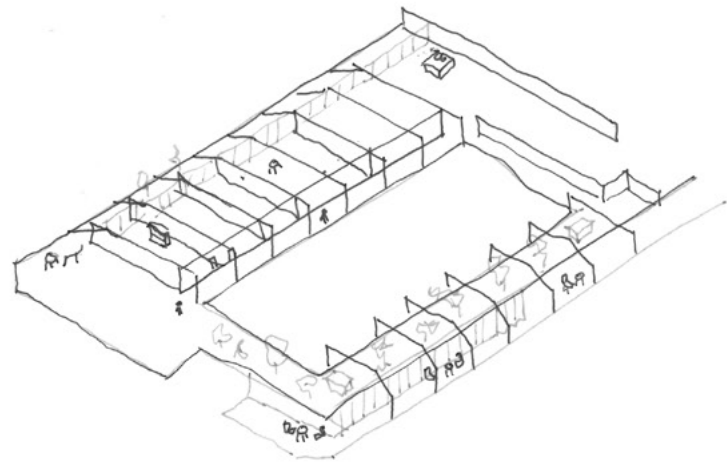


From the 4th to the 9th floor, the building is designed for residential purposes. The two different sides of the building offer different qualities to the apartments, thus providing a wide range of housing options.

The ramps are used for circulation, as breathing spaces, and internally within units (as shown earlier), as well as collective amenities such as laundries, communal kitchens, and hobby rooms that are located adjacent to the ramps on each of the short sides. An important aspect has also been to visually open up towards Amerikalinjen's backyard.

To emphasize the buildings verticality, today's meeting rooms connected to the elevator core in the north wing will be transformed into small individual bars/restaurants of 20m² each, with associated balconies.





On the 9th floor and rooftop plan, the space is opened up, and apartments are formed between the steel frames that previously held the roof panels. All of these apartments have balconies facing west where the steel frames slope, and a covered walkway is formed on the side facing the backyard.

There is a unique quality of being on the top of the tallest buildings in the midst of the city, and to make use of this potential, the roof has to be redefined.

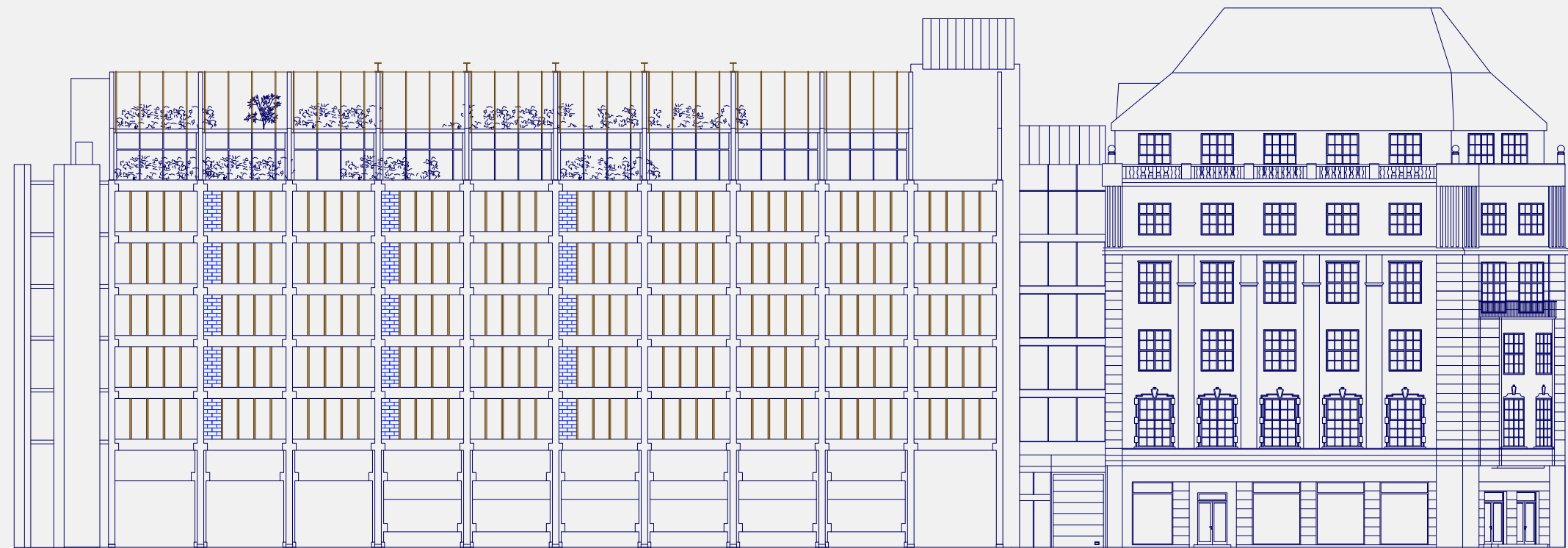
Towards the Oslo Fjord and the Opera House, the floor is opened up for a semi-private rooftop garden with opportunities for dining, and the mezzanine above will have a private greenhouse for residents and dining where everyone has their own parcel.



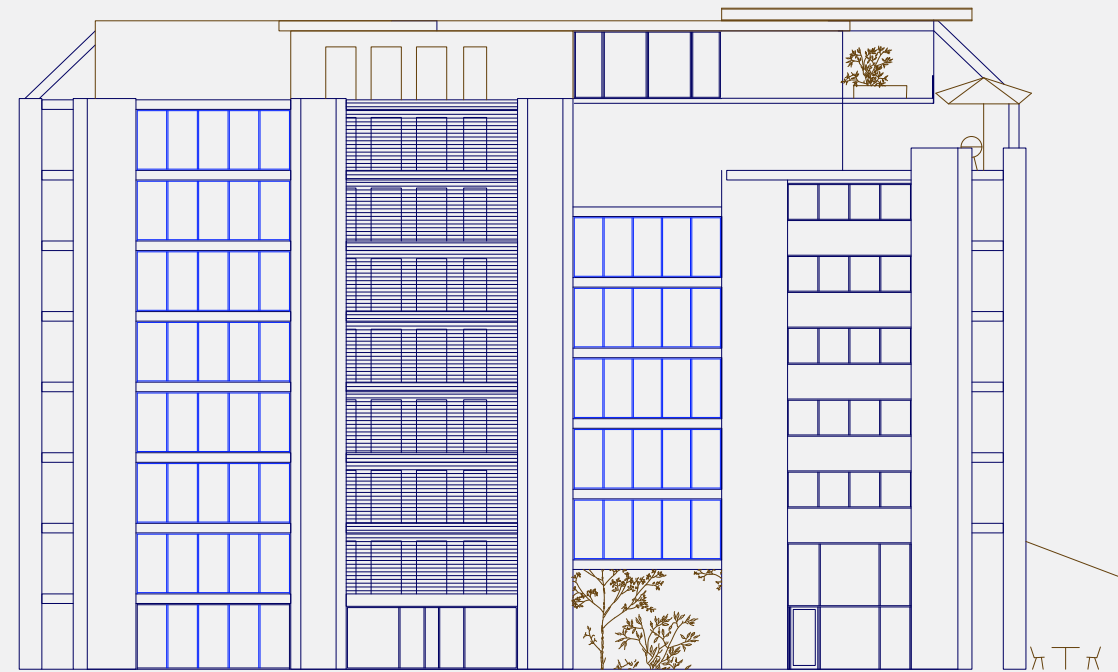
p r o j e c t

d r a w i n g

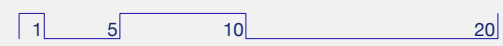
s e t

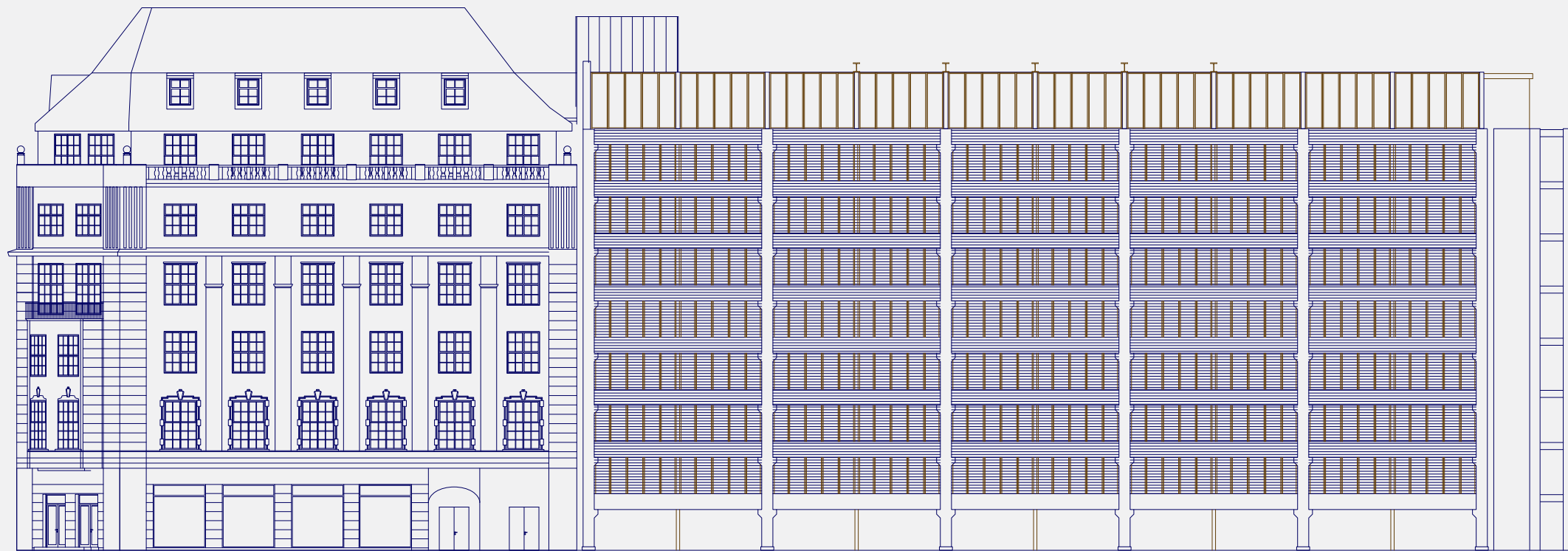


- Existing
- Moved and reused
- Added



- Existing
- Moved and reused
- Added





- Existing
- Moved and reused
- Added

Elevation 1:300



facade towards Fred Olsens gate 1:300

198

199

1 2 3 4 5 6 7 8 9 10 11 12 13

4800 4800 4800 4800 4800 4800 4800 4800 4800 4800 4800 5400

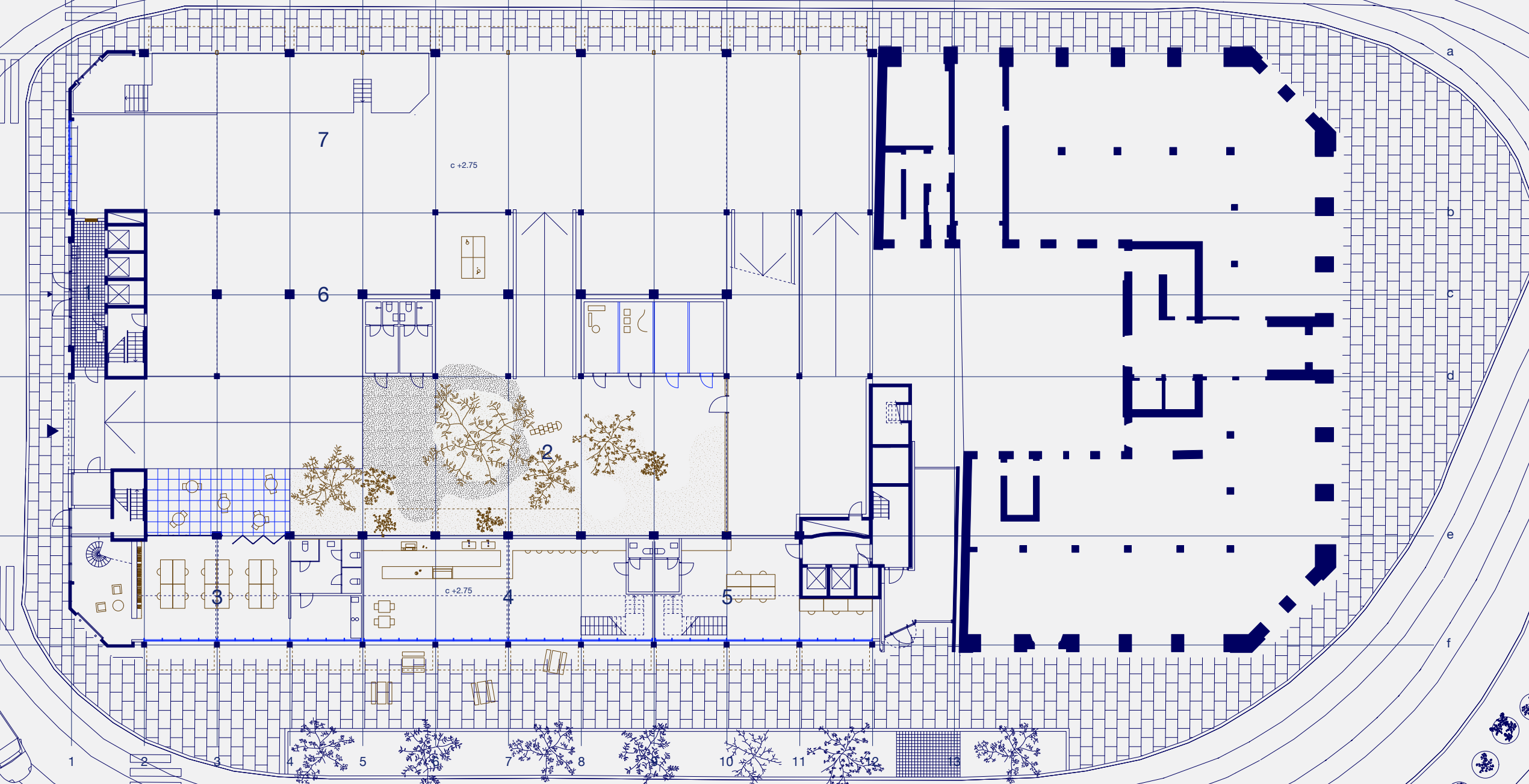
a 10500

b 5400

c 5400

d 10500

e 7200

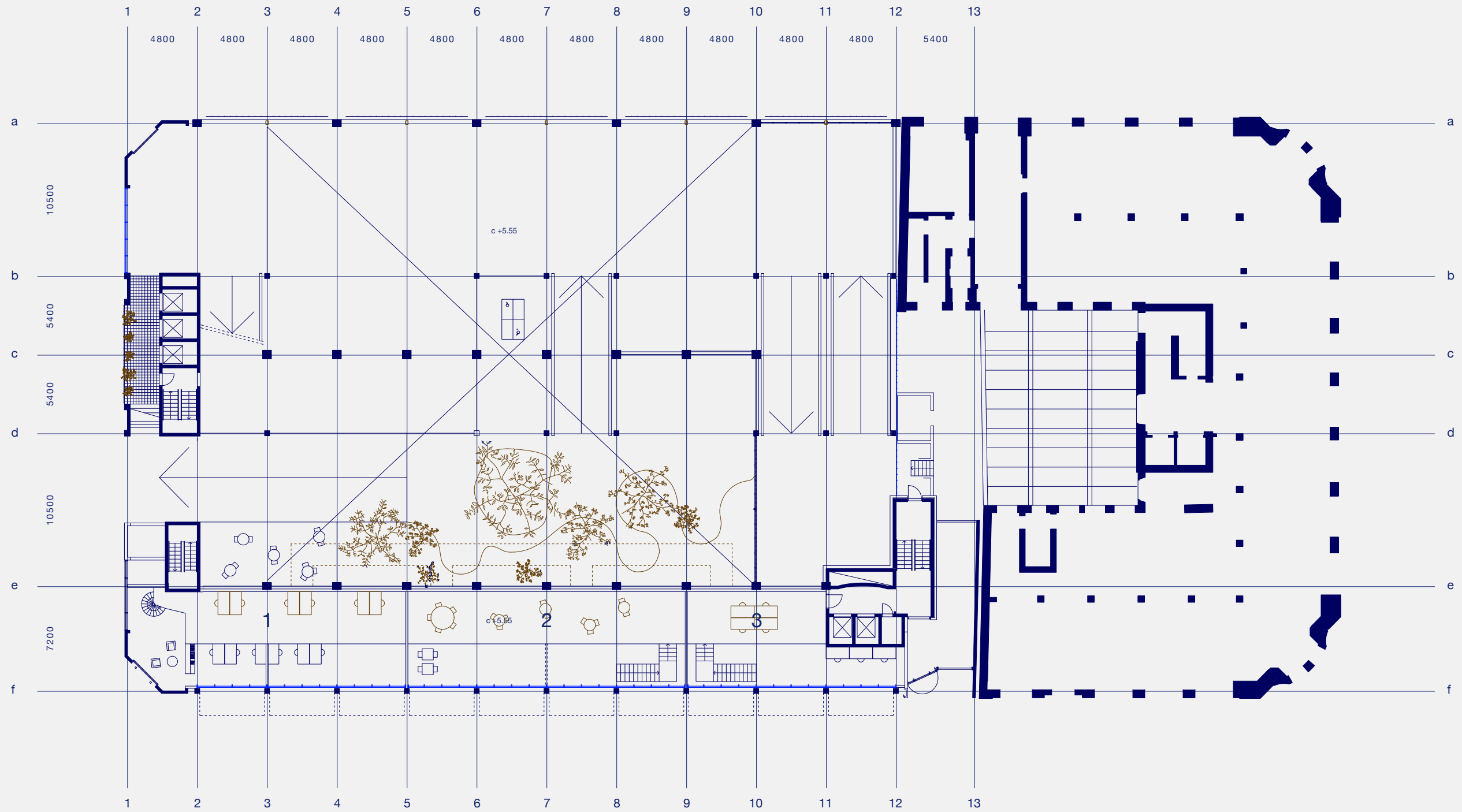


- Existing
- Moved and reused
- Added

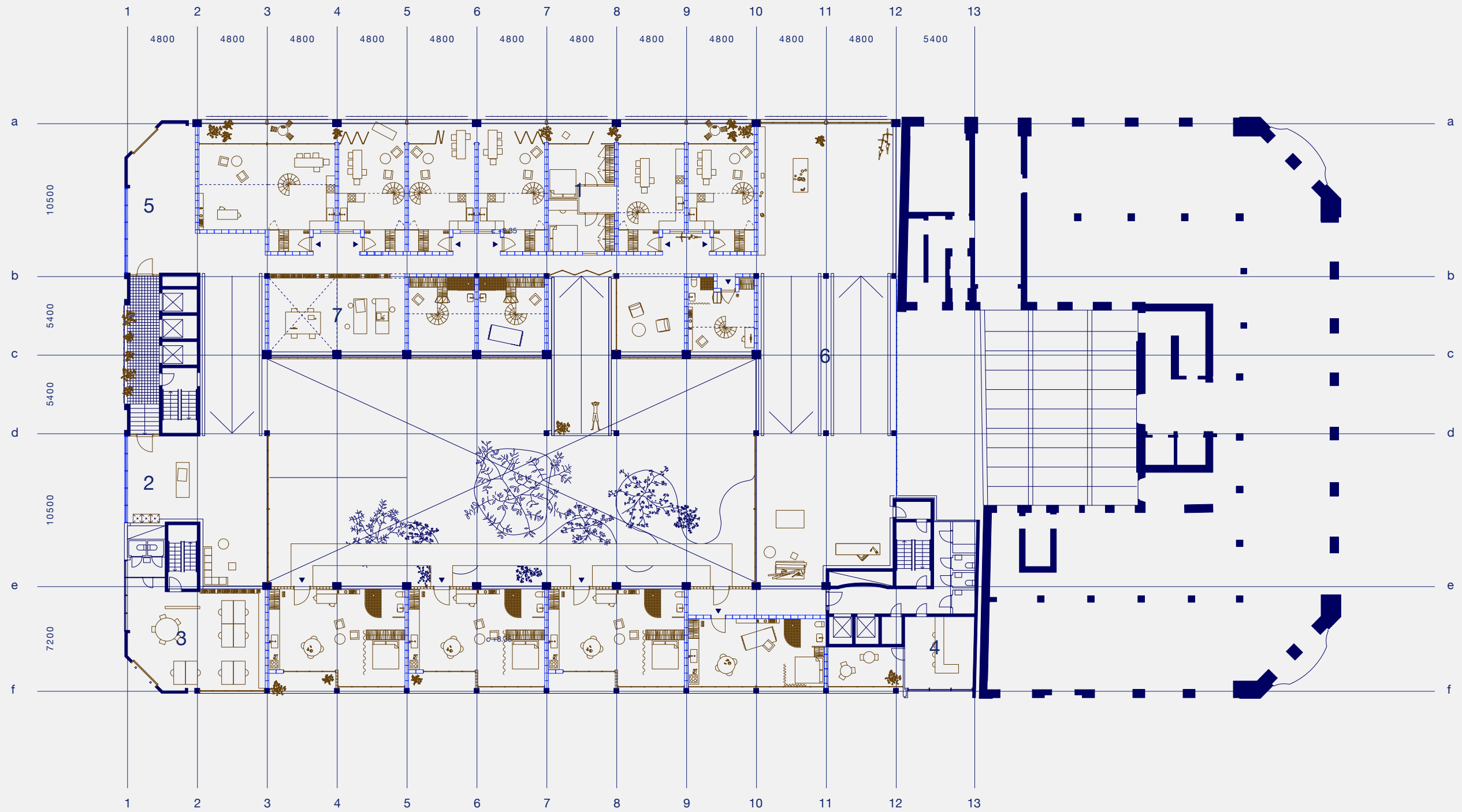
- 1: Entrance for residents
- 2: Courtyard garden
- 3: Her co-working space
- 4: Office
- 5: Office
- 6: Gym for residents
- 7: Public/commercial space

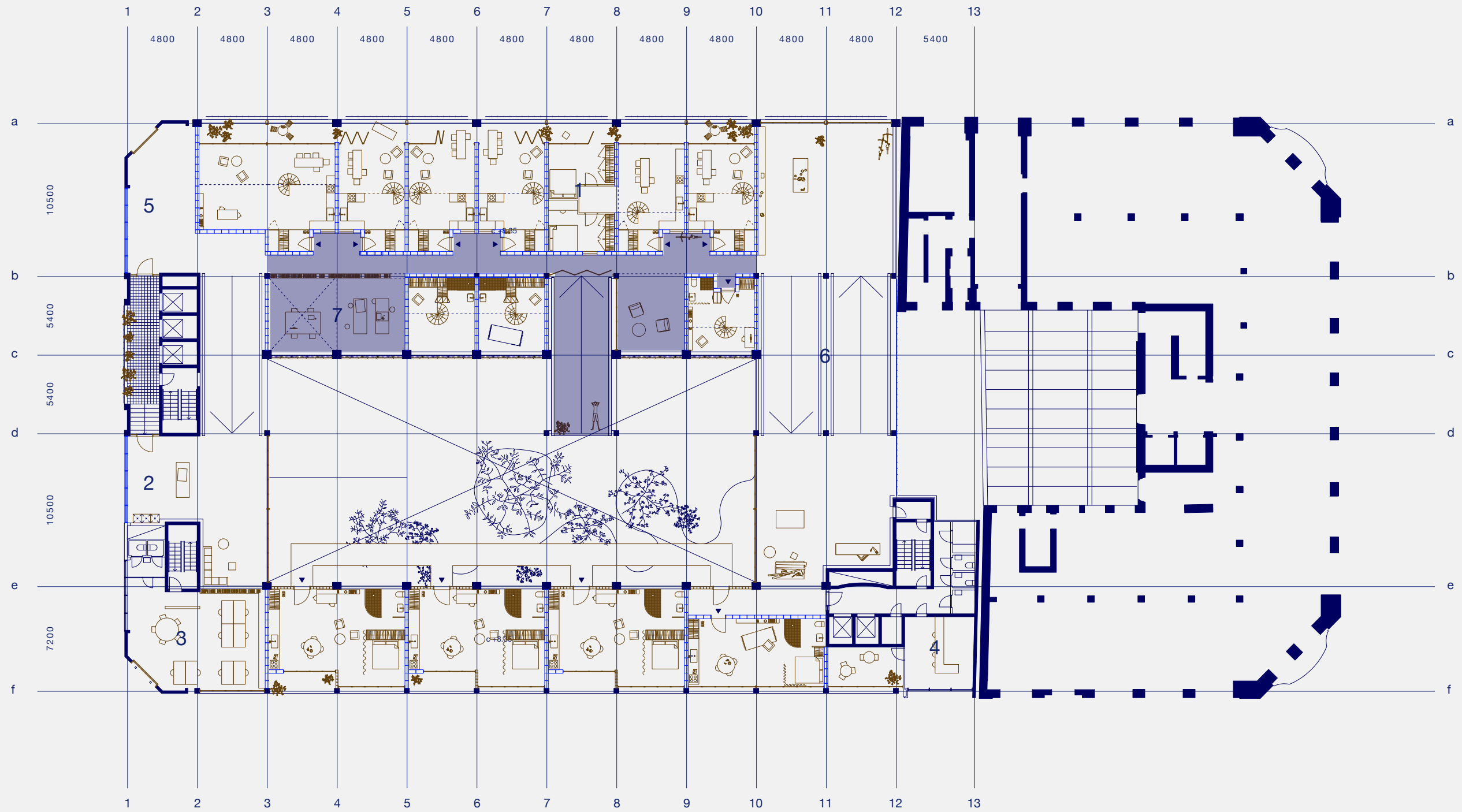
Plan 1:300

ground floor w/area



- 1: Mezzanine co working space
- 2: Mezzanine cafe
- 3: Mezzanine office

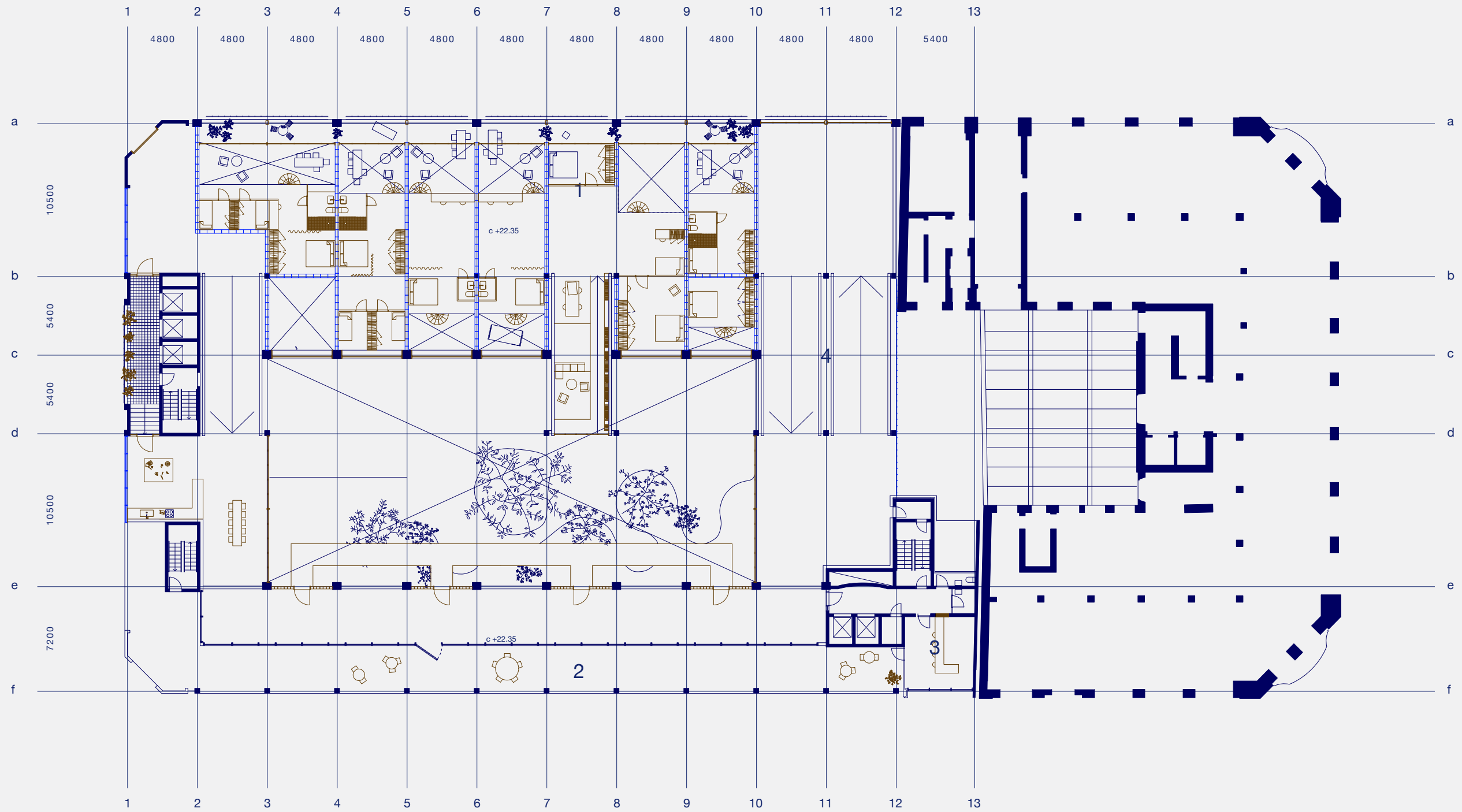




- Existing
- Moved and reused
- Added

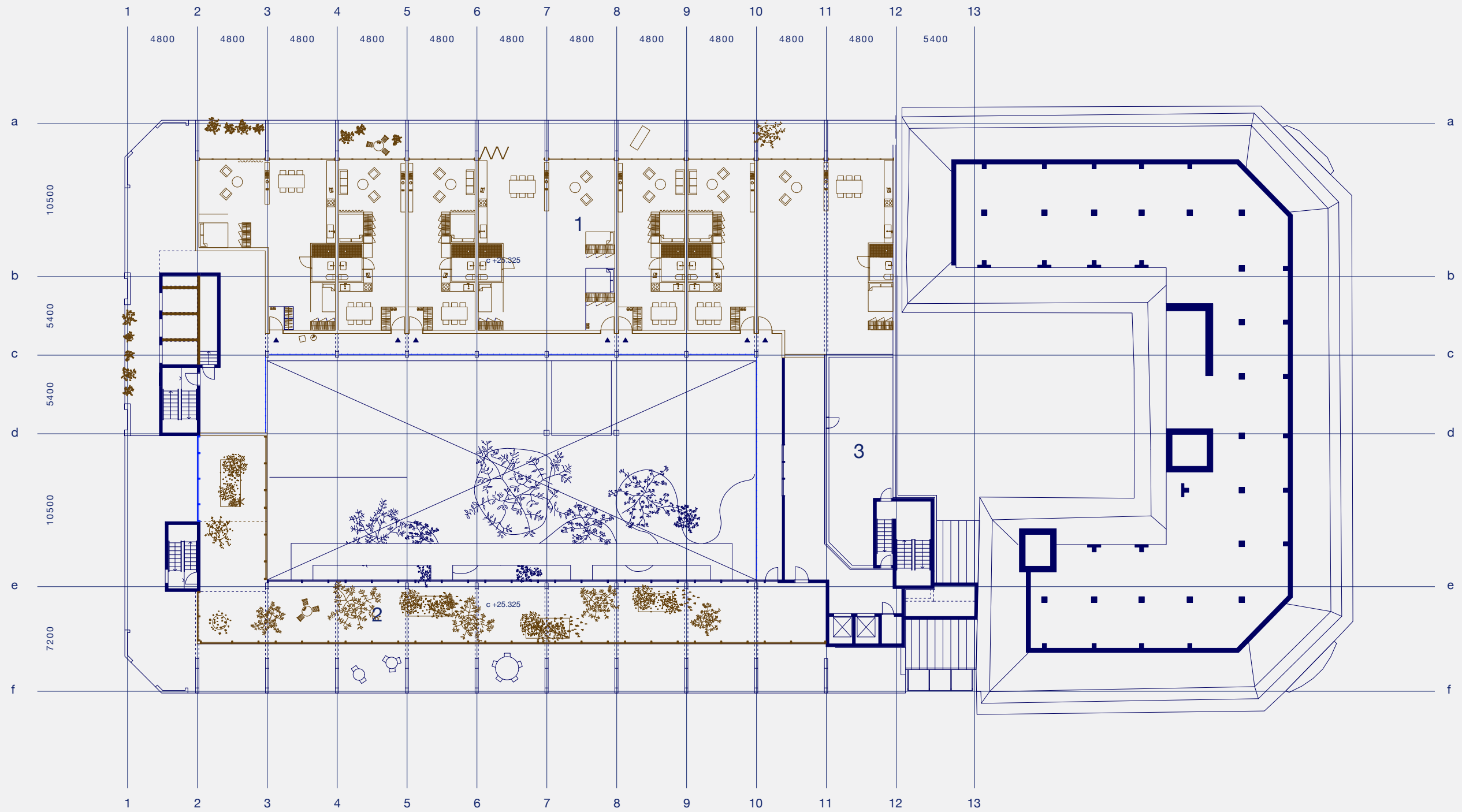
- 1: Living units
- 2: Laundry
- 3: Co-working space
- 4: Bar/Dining
- 5: Common areas
- 6: Common hobby areas
- 7: Atelier/Studio





- Existing
- Moved and reused
- Added

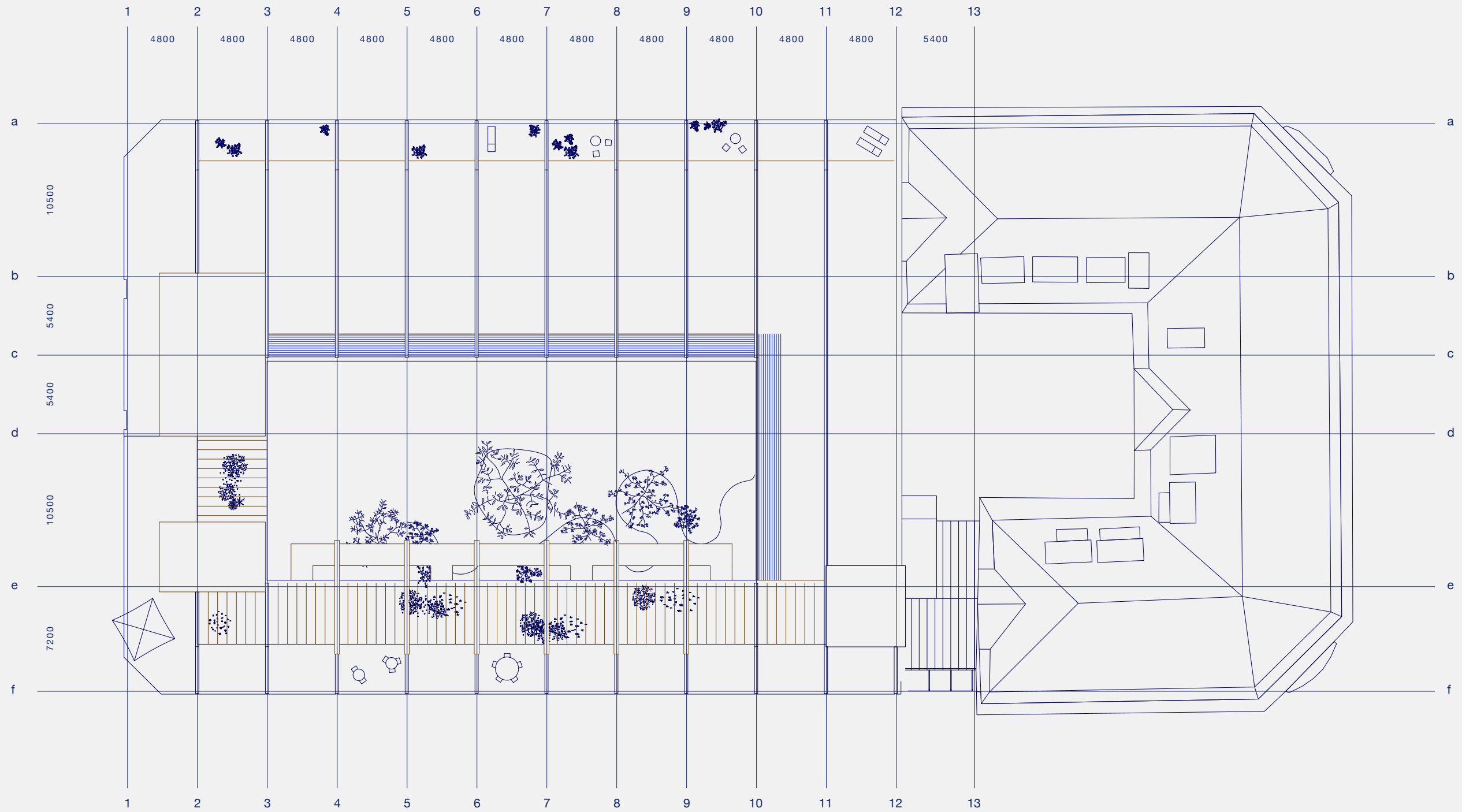
- 1: Living units
- 2: Rooftop garden
- 3: Bar/Dining
- 4: Common hobby areas

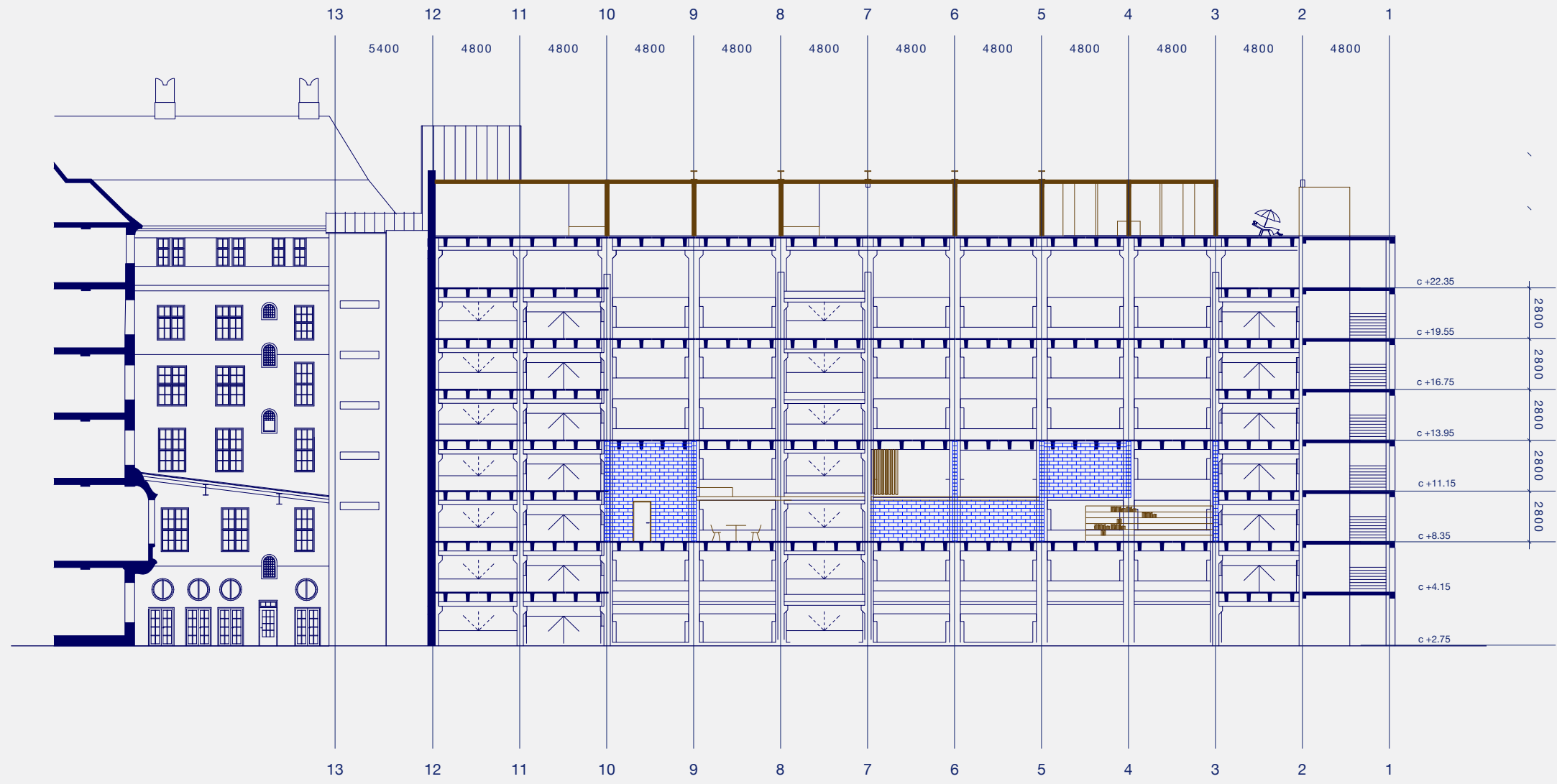


- Existing
- Moved and reused
- Added

- 1: Roof top living units
- 2: Mezzanine parcel green house
- 3: Technical room (as existing)

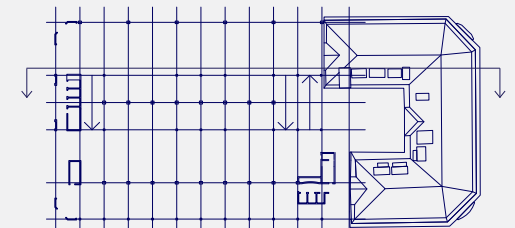
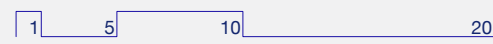


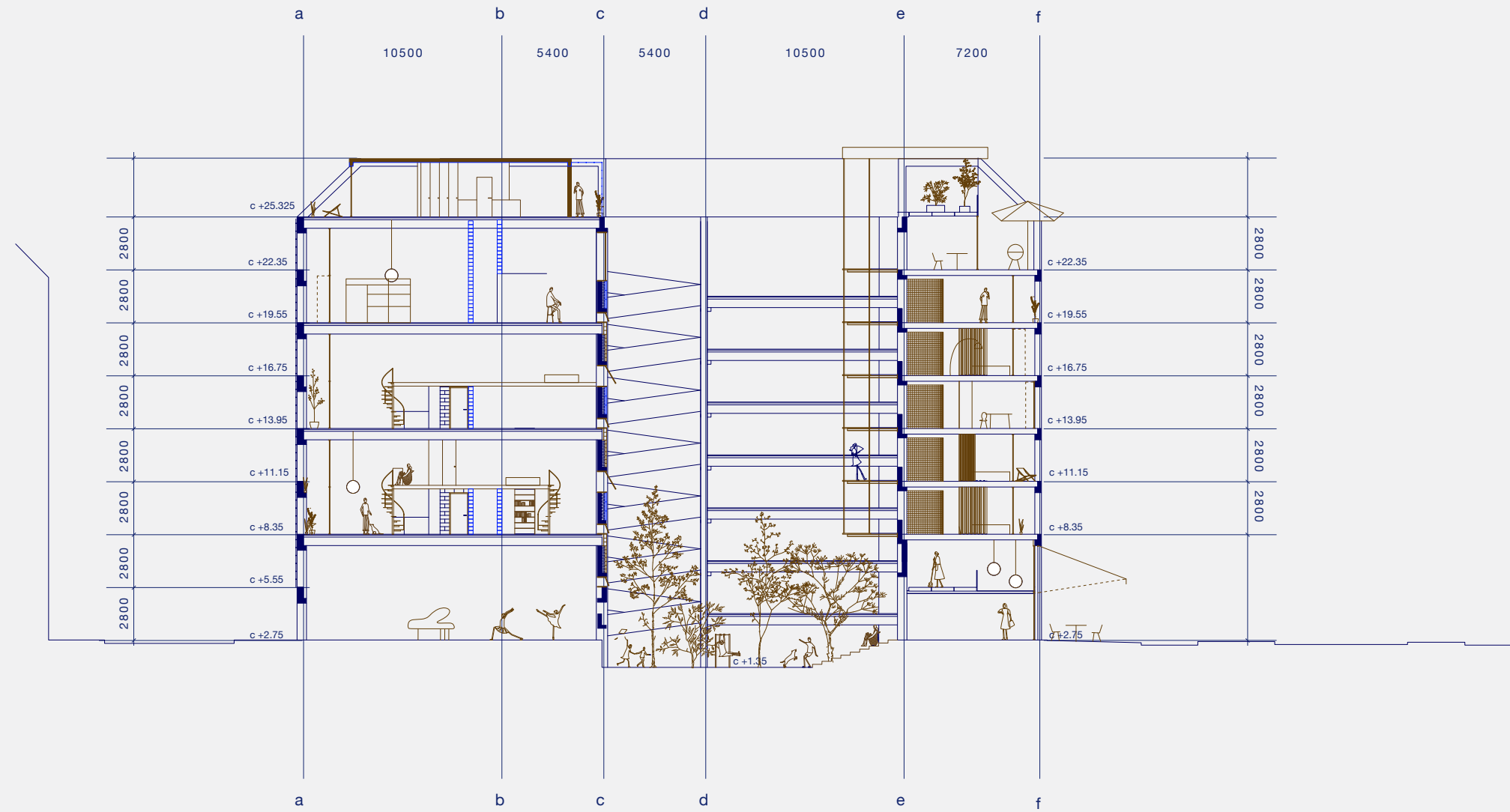




- Existing
- Moved and reused
- Added

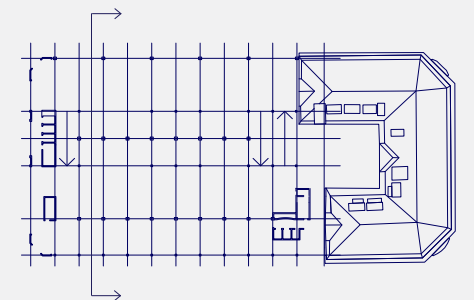
Section 1:300





- Existing
- Moved and reused
- Added

Section 1:300

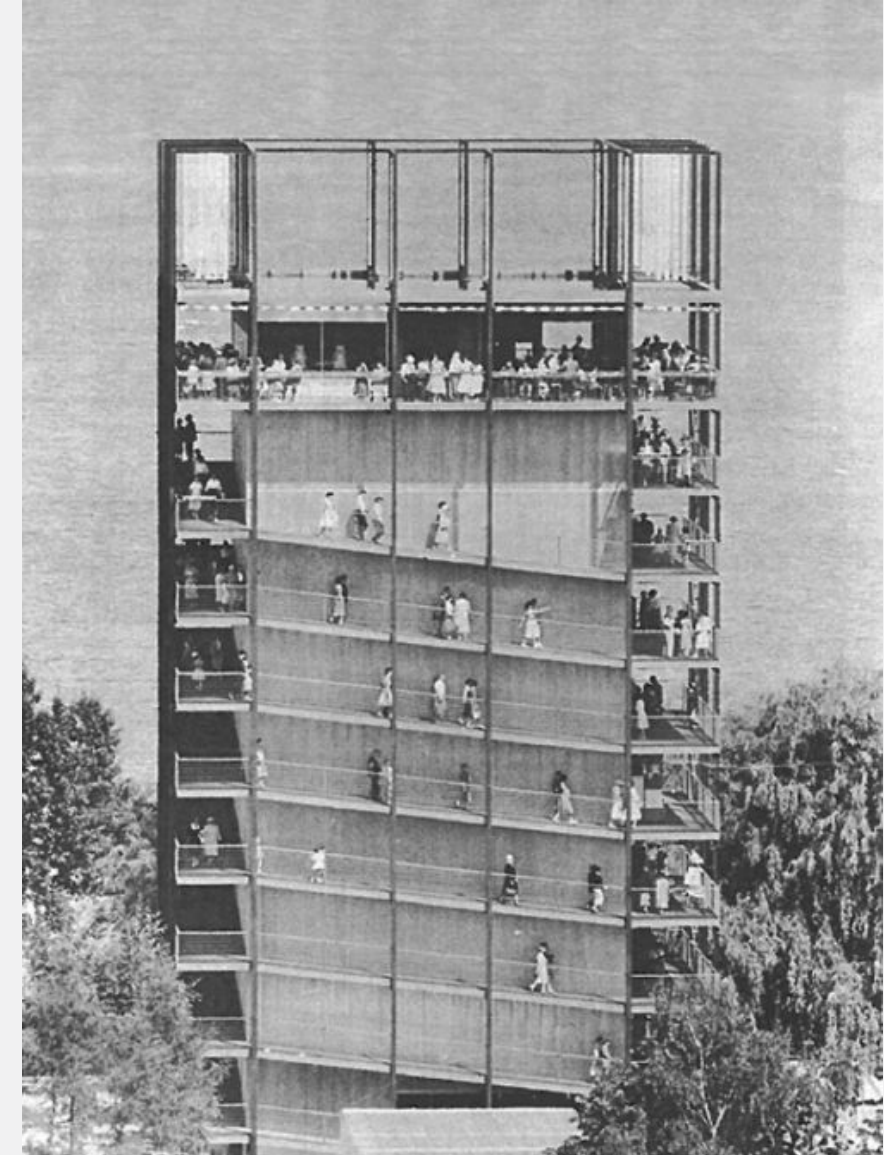


chapter 4
references and sources

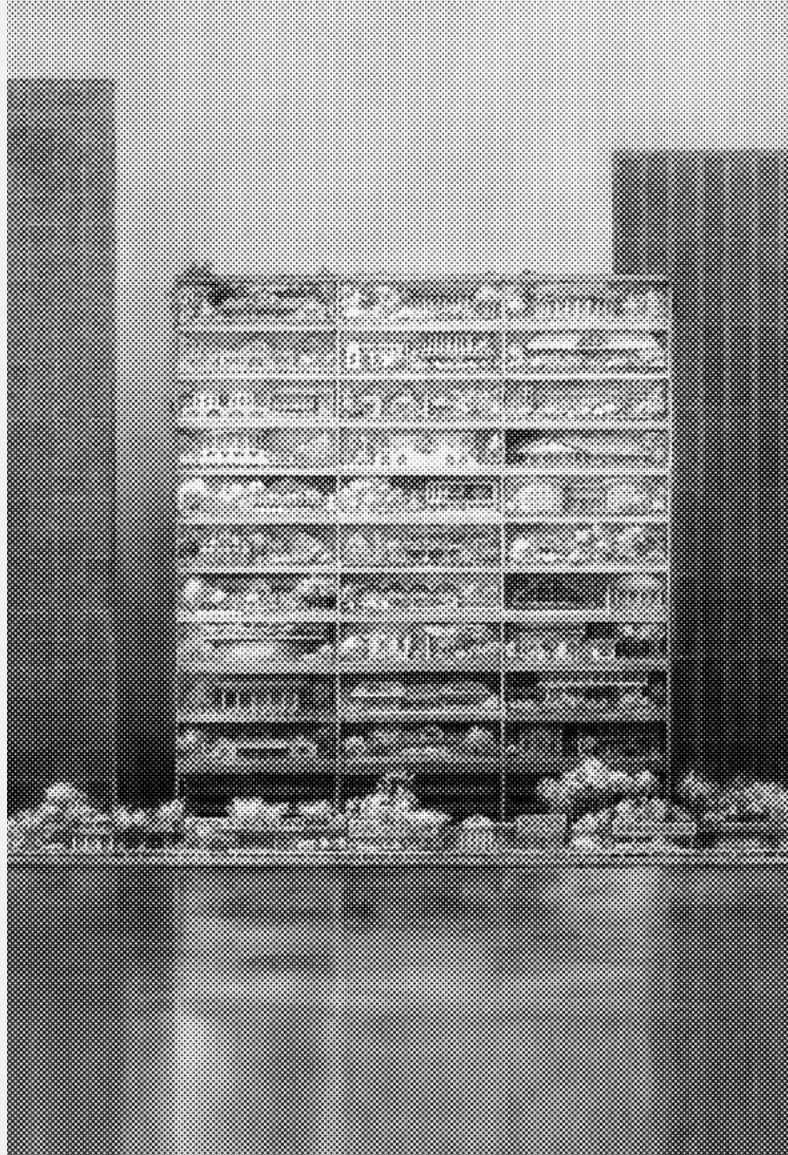
references



lingotto fiat factory
giacomo mattè-trucco
turin, italy 1923



pavilion
annemarie hubacher-constam
zurich, switzerland 1958



highrise of homes
james wines
usa 1981



pc caritas
de vylder vinck tallieu
melle, belgium 2016



apartment building in nerima
go hasegawa
tokyo, japan 2010



apartment building in nerima
go hasegawa
tokyo, japan 2010

S O U R C E S

planinnsyn

All original drawings is collected from Oslo Kommune Planinnsyn

All material from suggested development collected from from Oslo Kommune Planinnsyn

Complaint collected from Planinnsyn

Notes regarding demolition and the possibility for reuse collected from Oslo Kommune Planinnsyn

other

1: Oslo bylivsundersøkelse 2014:

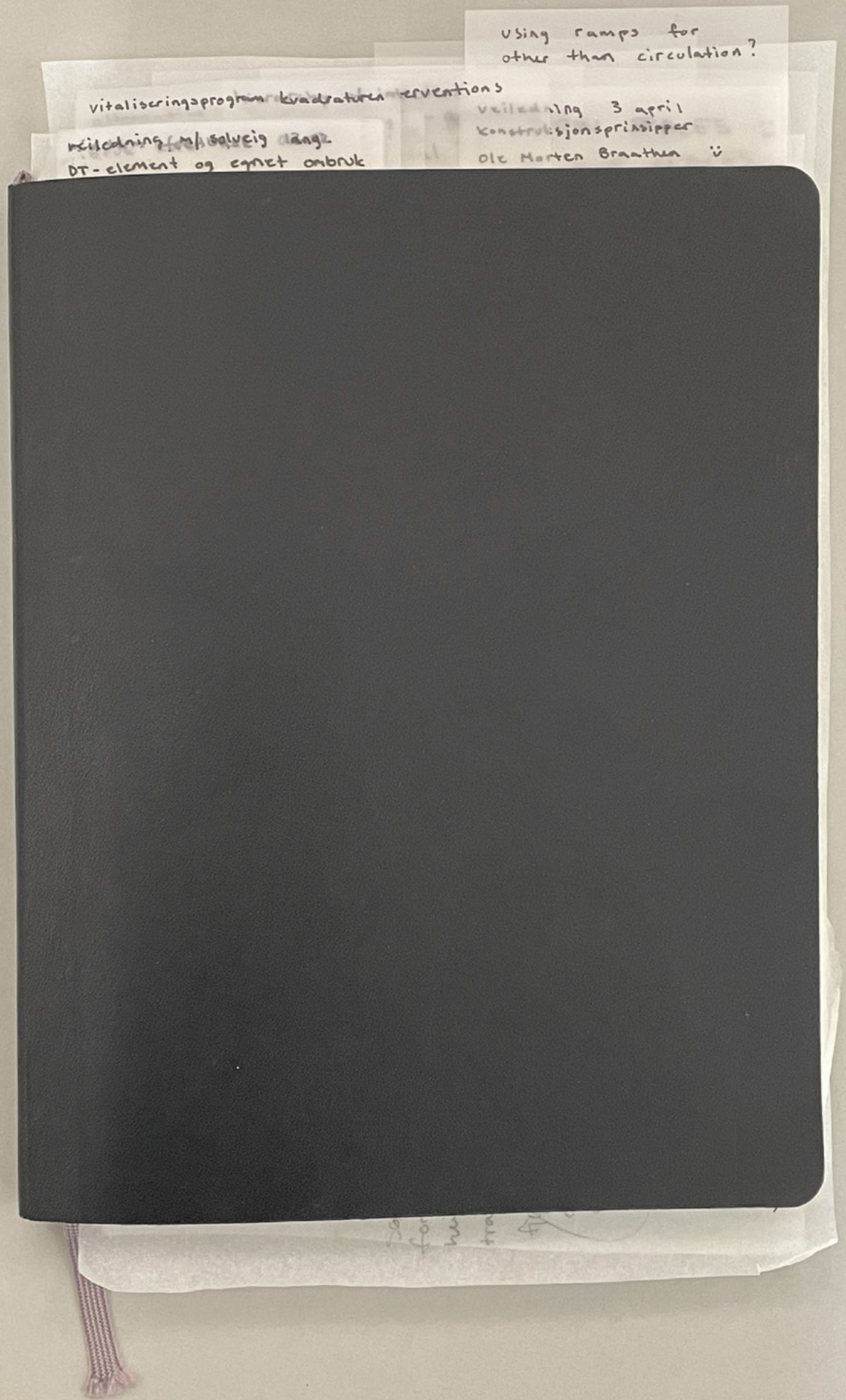
<https://www.oslo.kommune.no/getfile.php/1327646-1424853877/Tjenester%20og%20tilbud/Politikk%20og%20administrasjon/Byutvikling/Levende%20Oslo/Bylivsundersøkelsen.pdf>

Vitaliseringsprogram Kvadraturen 2020:

<https://www.toi.no/getfile.php/1355663-1616146560/Forskningsområder/ByBy%202020/2021/RAPPORT%20OPPSUMMERING%20VITPROGR%20KVADR.pdf>

appendix

sketchbook



Using ramps for other than circulation?

alternative: keeping the roof hydraulic potential? **LOW SPACES**

Friday
 Layer 1 shift weekend
 Layer planer weekend

Sunday
 Autorsvake

Prints: Planer
 Smit
 Korrosjonsanalyse

Using ramps for other than circulation?

alternative: keeping the roof hydraulic potential? **LOW SPACES**

REUSING LETA FROM DISASSEMBLED WALLS IN 1st floor

channel glass to see silhouettes of roof

glass brick?

Using ramps for other than circulation?

alternative: keeping the roof hydraulic potential? **LOW SPACES**

10.04.14

too much dead space
 water and piping
 the roof
 transfer swathing
 for myc glansbyggeteier?

human scale list in 20
 what do we have to do to get the facility back

Corbusier - apt. in city radious
 granite against the bricks?
 adding
 redlining the roof
 porosity and openness
 to the city

open space
 chapters in history

WHAT HAPPENS TO THE BROKEN GRANITE AFTER DISASSEMBLY?
 CAN IT BE USED AS AGGREGATE IN THE NEW CONSTRUCTIVE "CAST ON"?

some places the corners can be operations, and some unprogrammed or hazy, etc.
 ramp of variety in apartments

Using ramps for other than circulation?

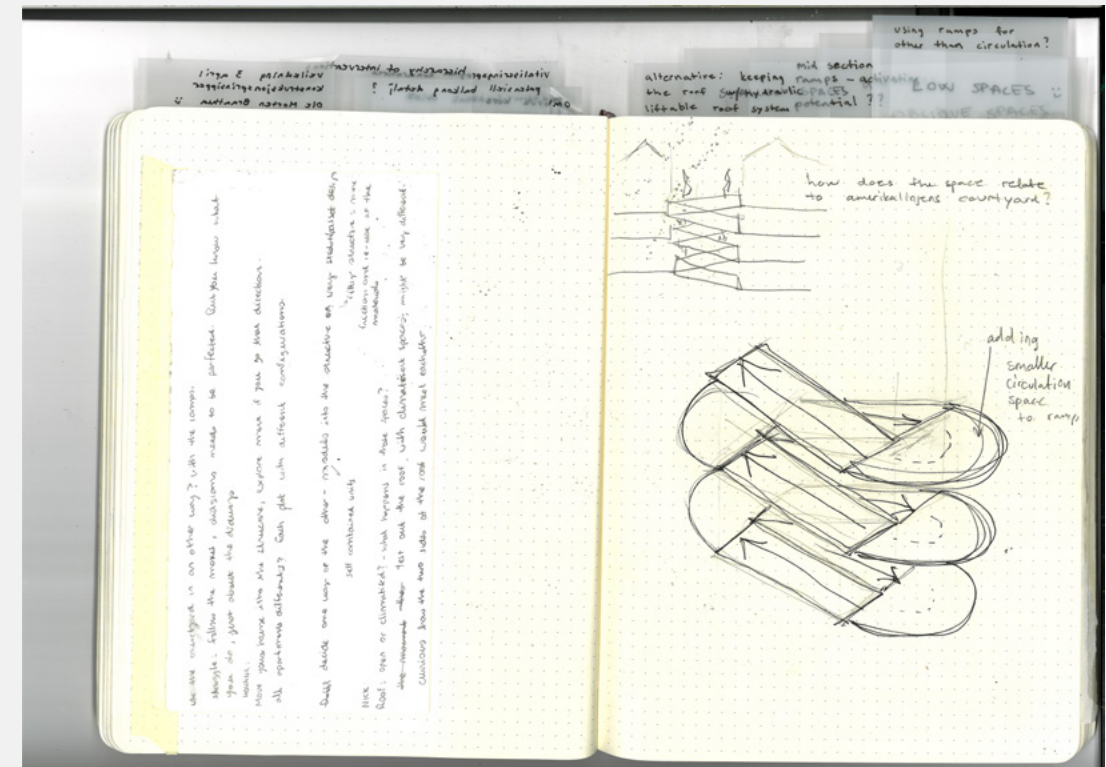
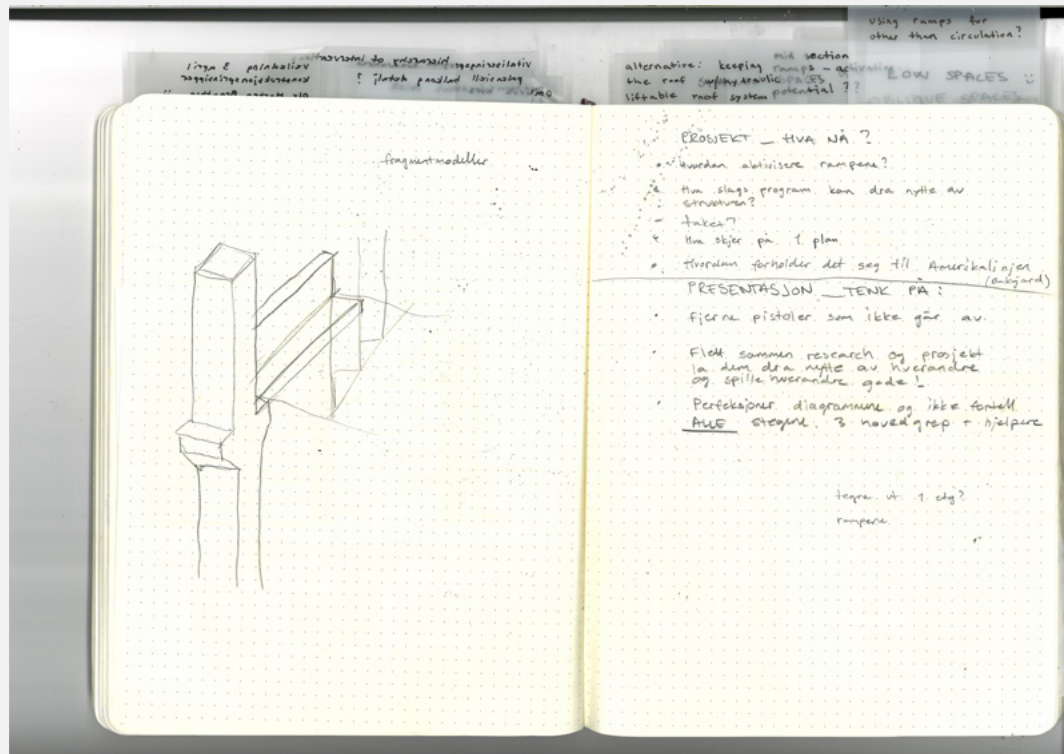
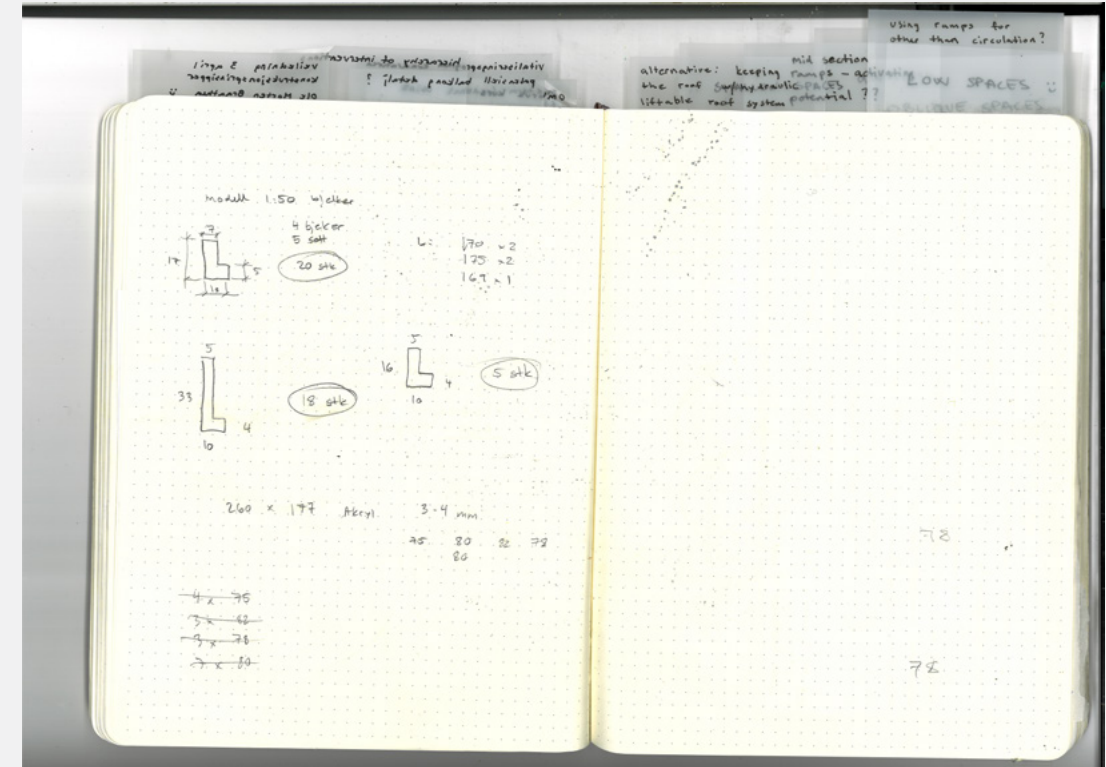
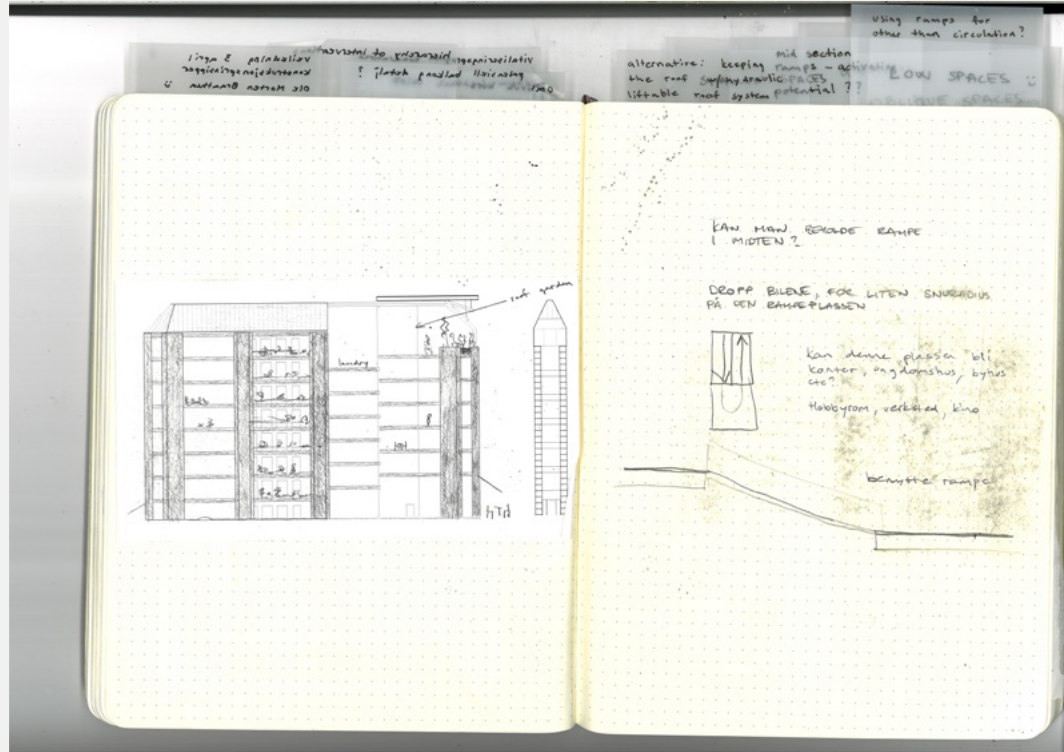
alternative: keeping the roof hydraulic potential? **LOW SPACES**

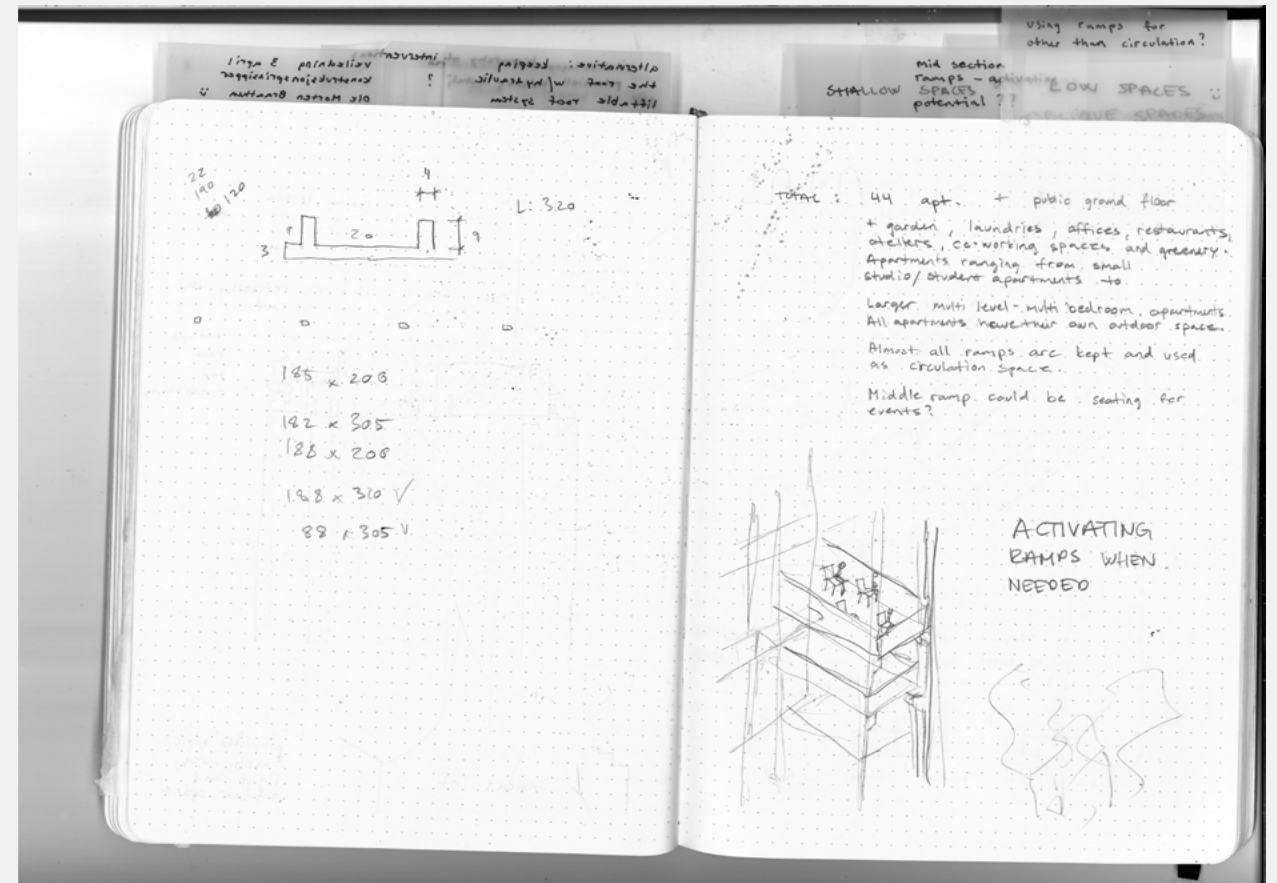
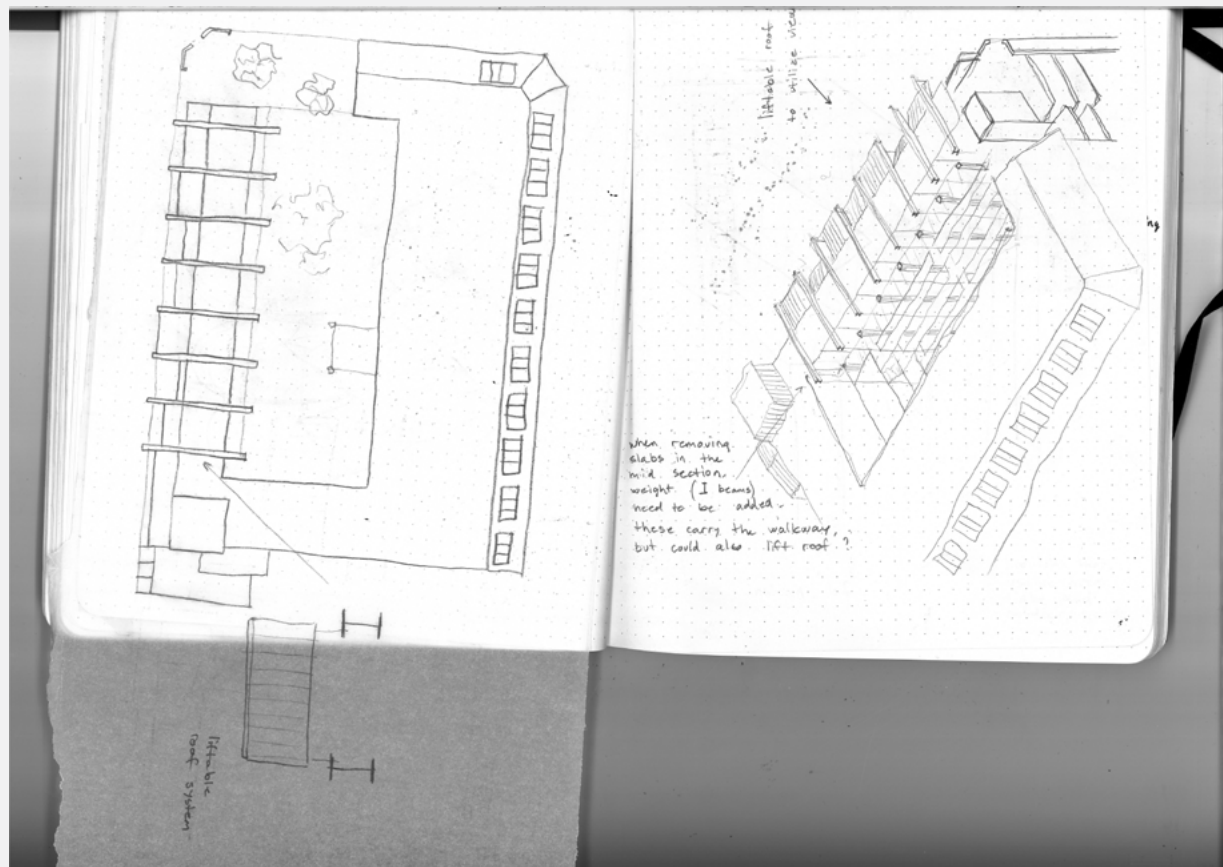
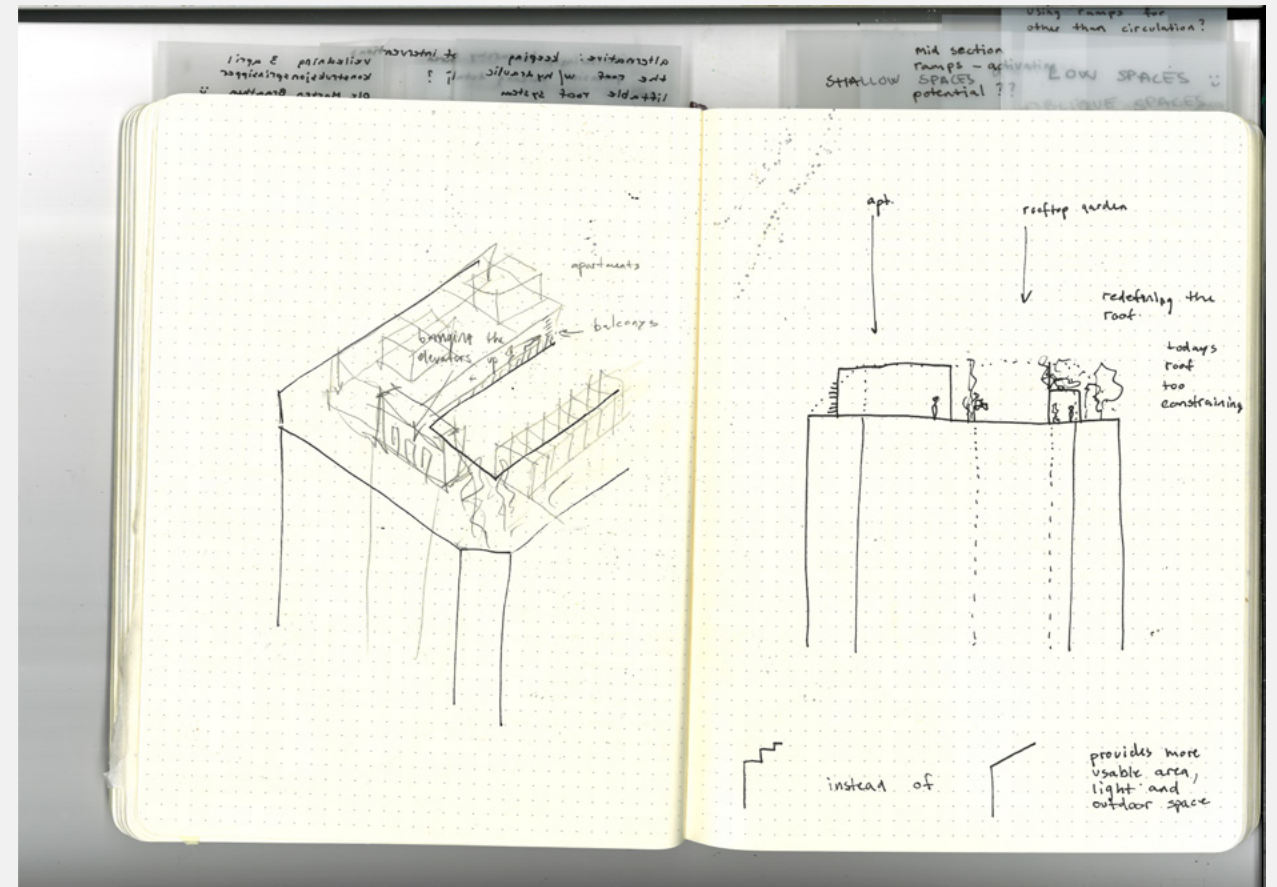
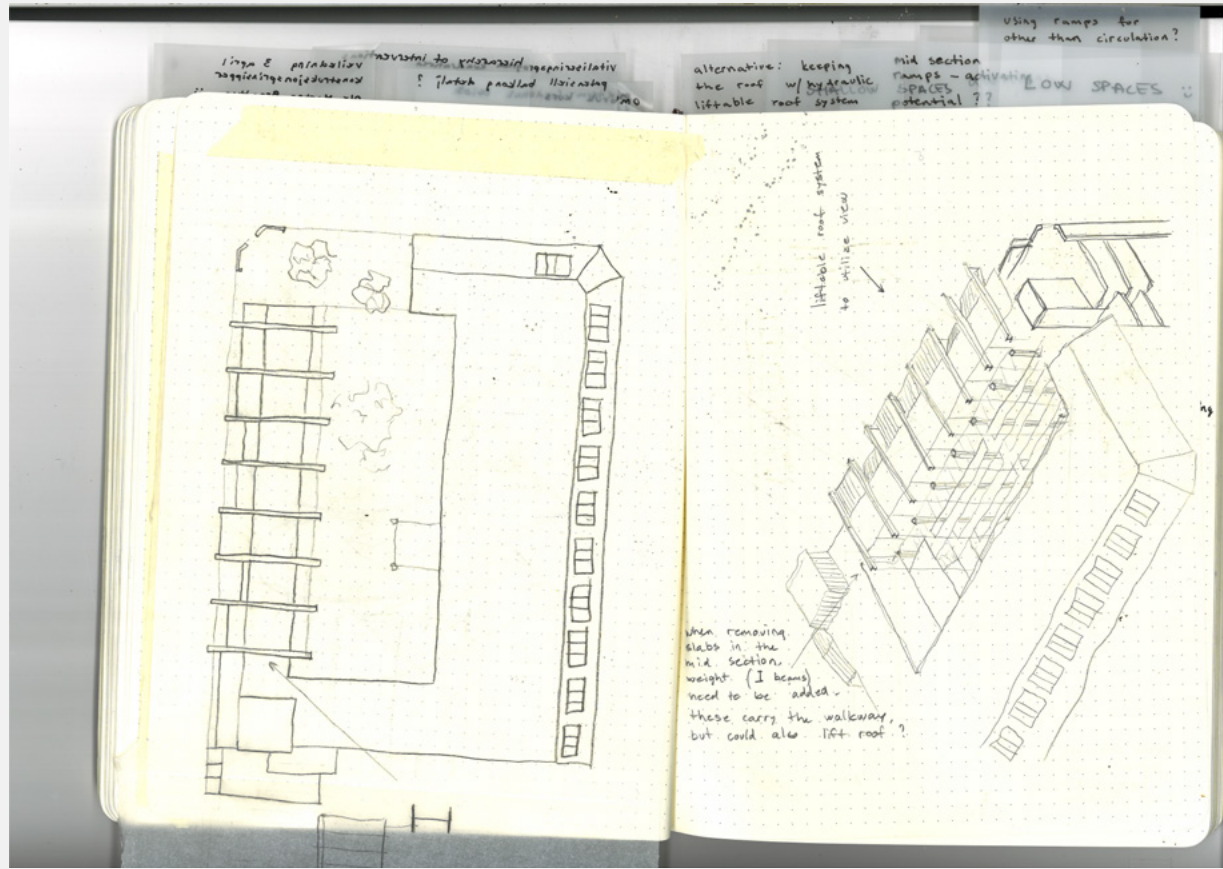
THE CORNERS
 can they be activated

modul 1500

bjelker:

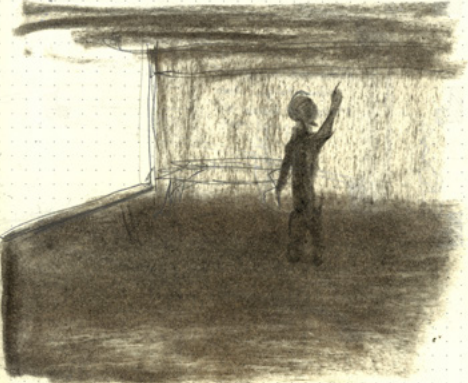
12	4	6	L: 90	27 stk	fossele strandgata
35	15	4	L: 84	14 stk	motbakk side hulddeleer
4	10	25	L: 84	18 stk	





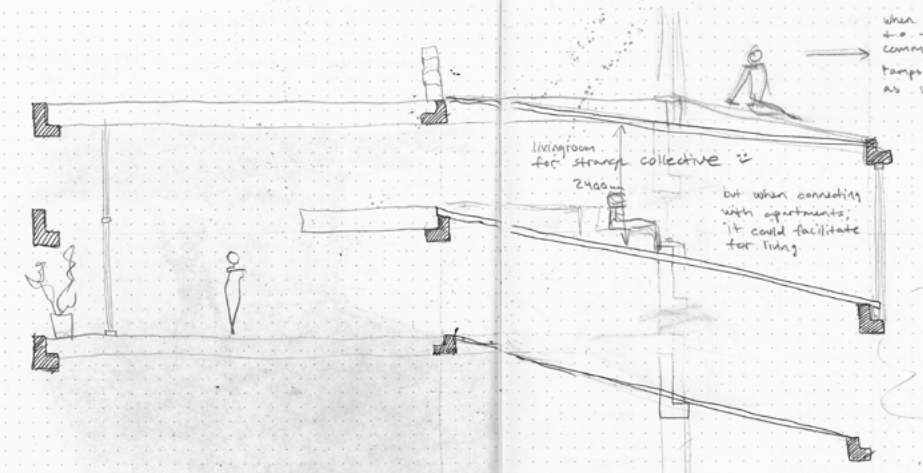
visiting 30.01.2024
 exploring the potential
 UNLEASH THE QUALITIES OF THIS SPACE
 in an old school
 ramps - low thresholds, innerside
 from middle of field on main in at steps on top
 POTDE BOSTEN oppsett av bolig, bolig og stier,
 inviter til opphengning
 ramps becoming a gift to the inhabitants
 a place to fix ur bike, play,
 build a bench, water plants, resting

LOW SPACES
 what is low for adults
 is not low for kids
 how to inhabit
 a space with
 low ceiling?



Possibilities of habitation:
 workshops/fixing stations
 for bikes, furniture etc.
 quality of touching
 the slabs underside?

LOW SPACES
 SHALLOW SPACES
 OBLIQUE SPACES
 mid section
 ramps - activating
 spaces
 potential??


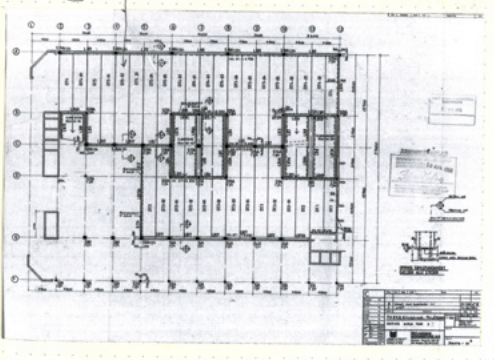


when connected
 to the
 common areas,
 ramps functions
 as sculptures.
 livingroom
 for 'strong collective'
 2400
 but when connecting
 with apartments,
 it could facilitate
 for living
 OBLIQUE SPACES

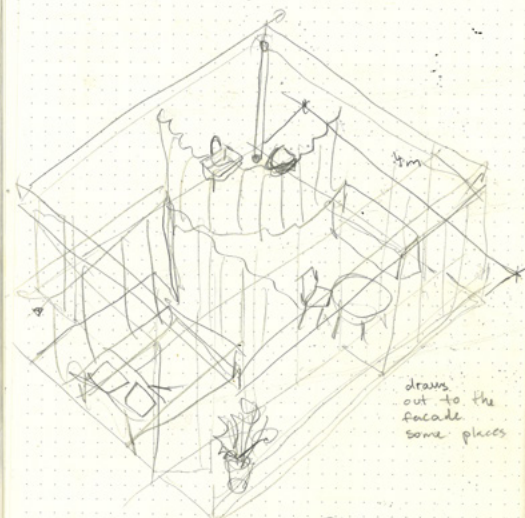
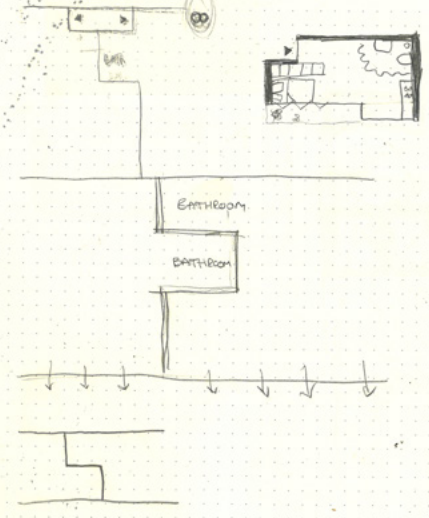
Using ramps for
 other than circulation?
 visualisering av utvidelse av
 utvidelse 3 aprill
 konsultasjonspresentasjon
 Ole Martin Brattholm

24.01
 utvidelse av felles 24.01.2024
 vesent av korridor
 formalisering
 ressurser vs. CO2
 hjelper ikke bare
 støtte opp
 resultat, frem til som igjen
 eksisterende reduseret kan forkegpe levende
 skjøtselssjanshyppere?

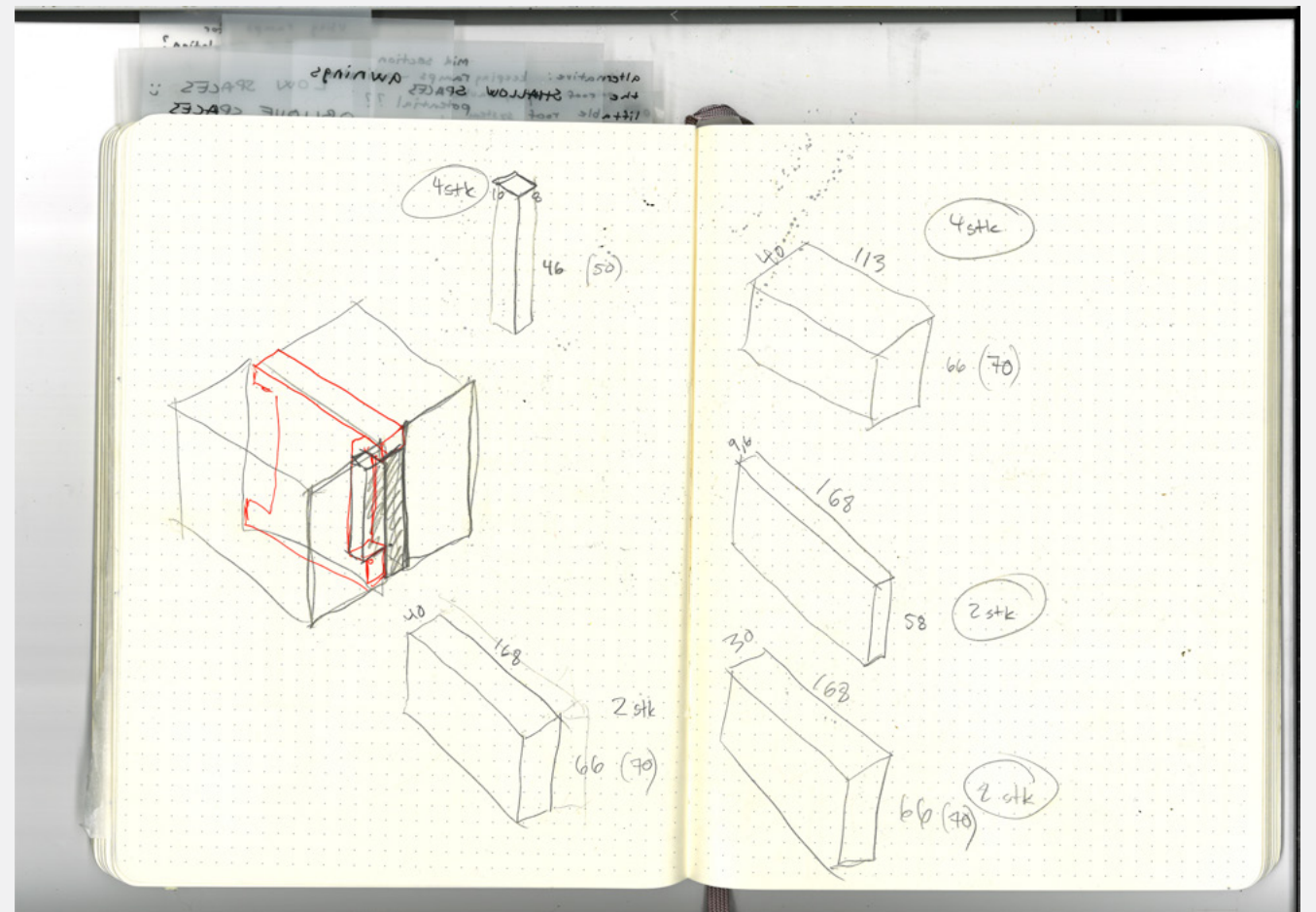
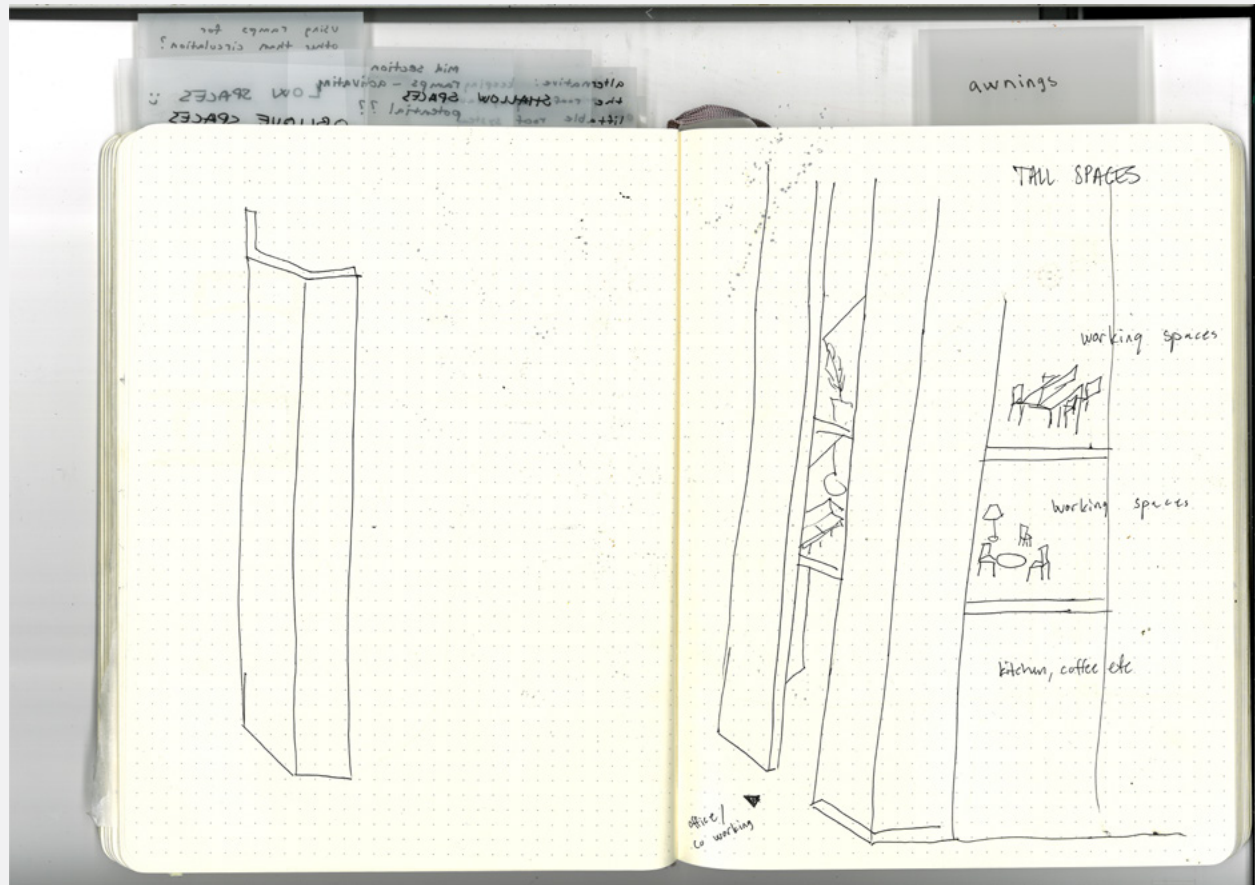
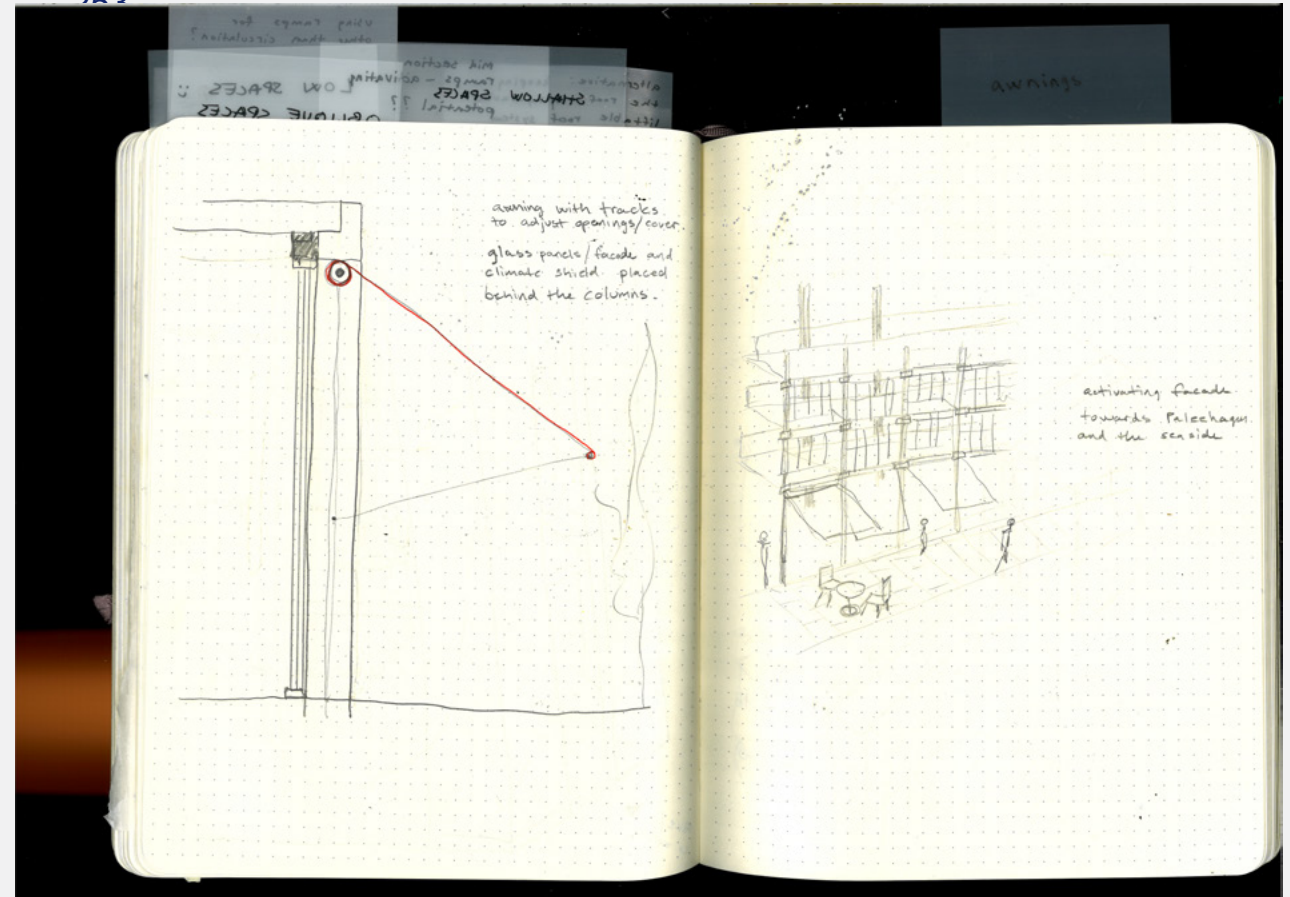
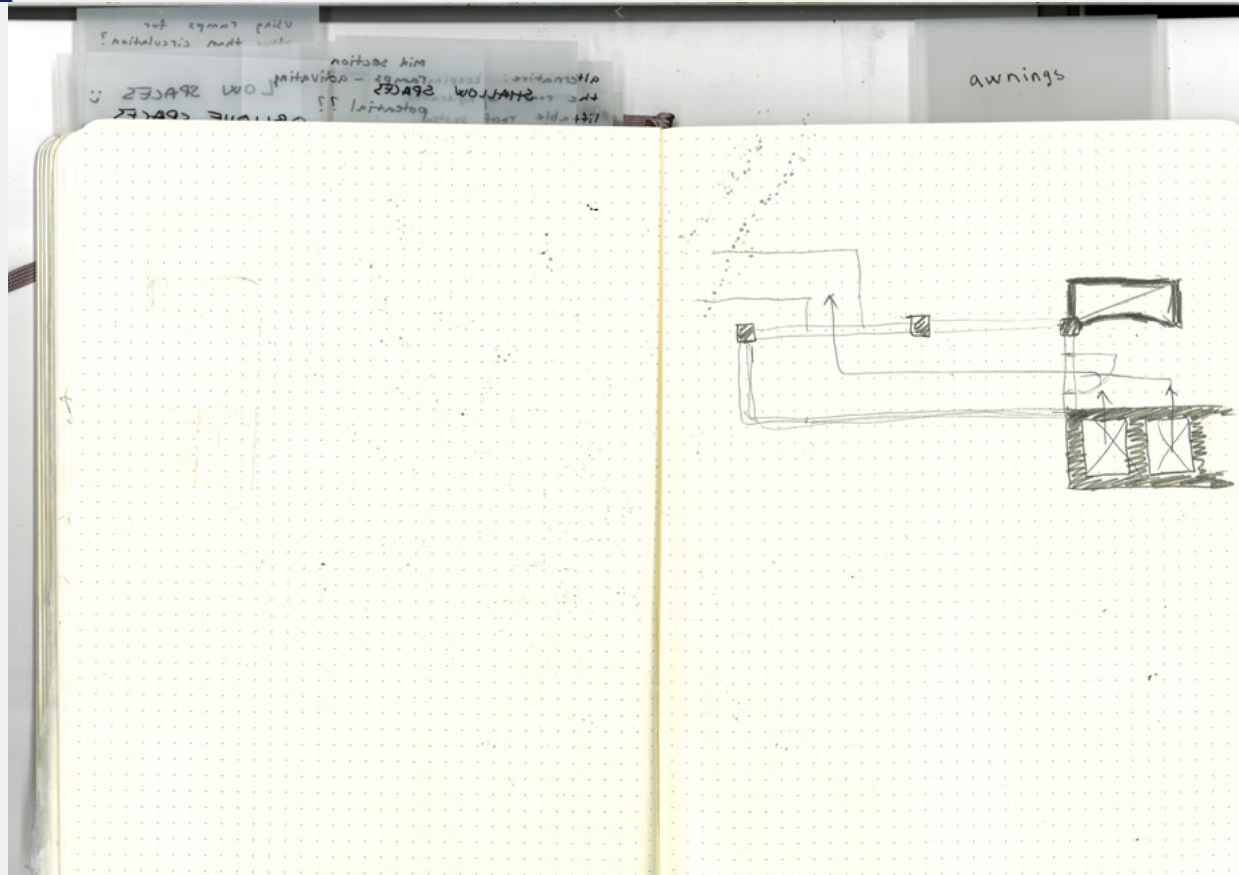
DT-stemmer ca 318 stk. kan gjøres?

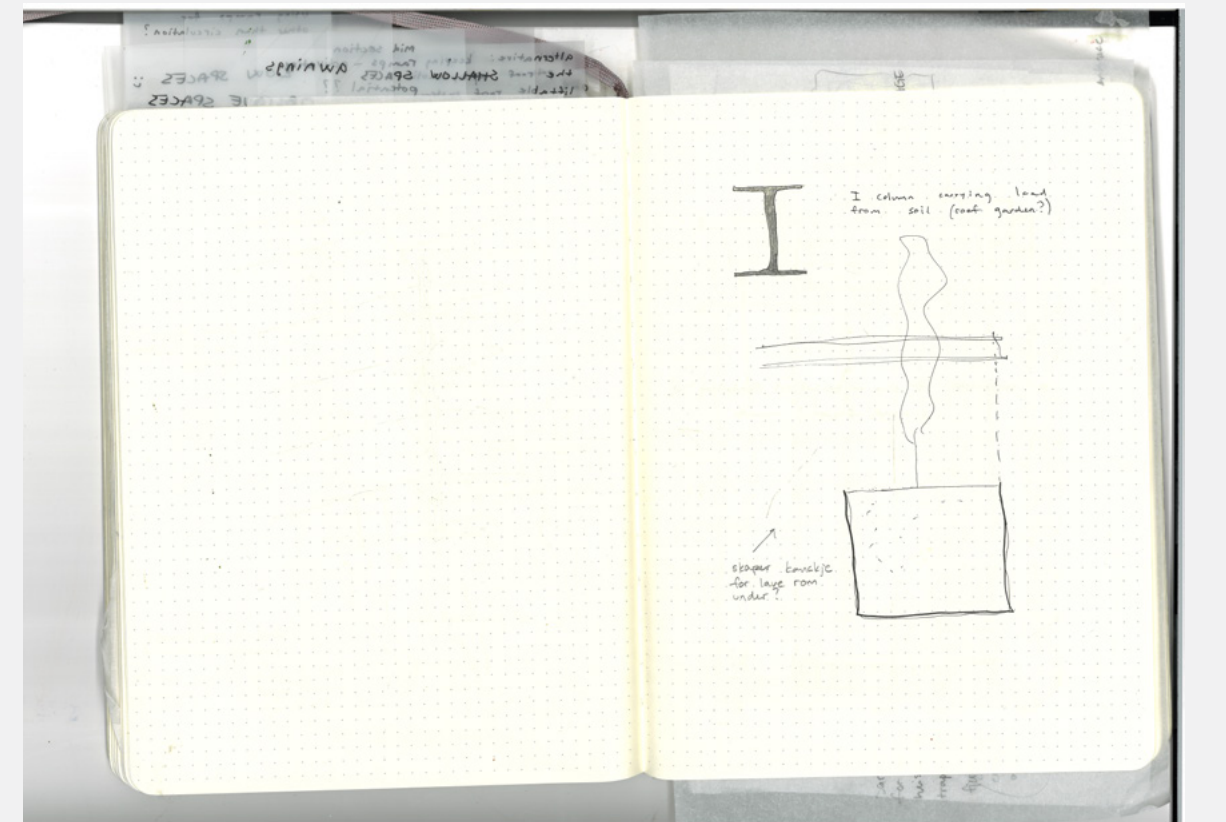
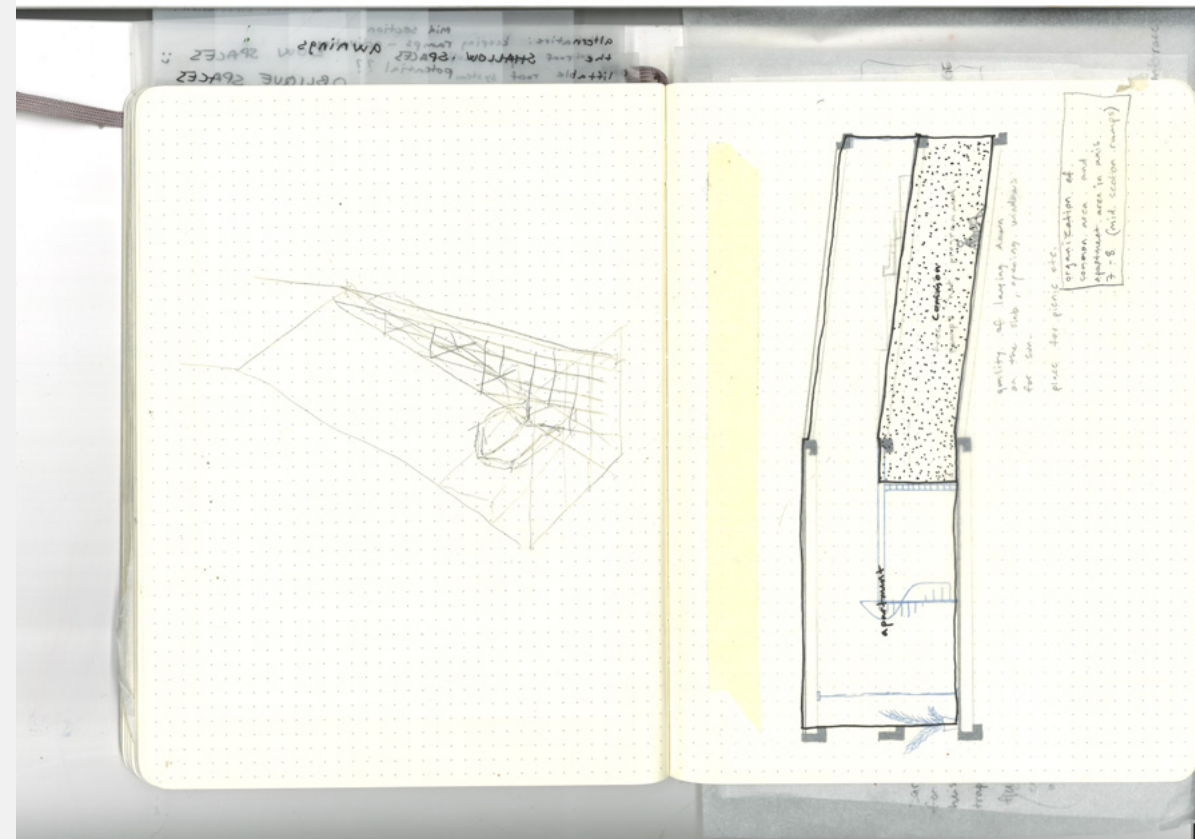
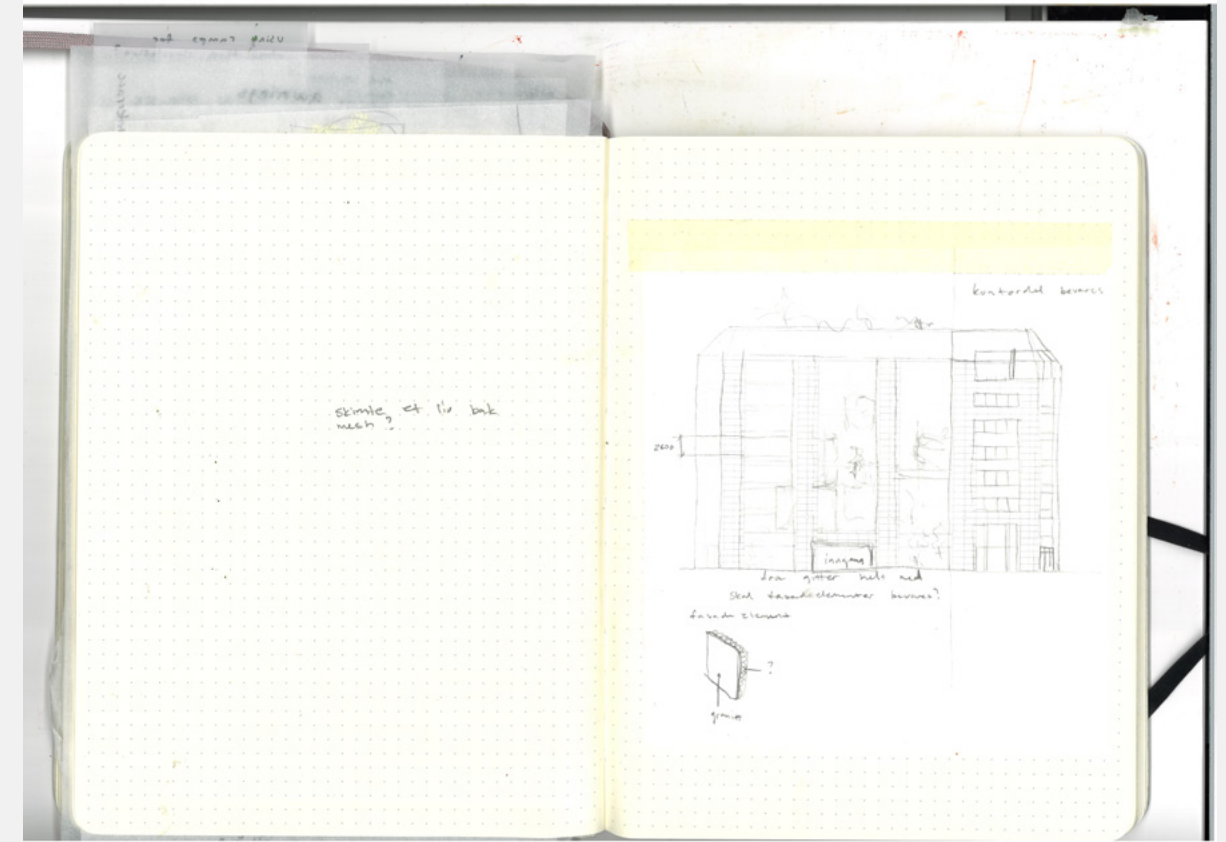
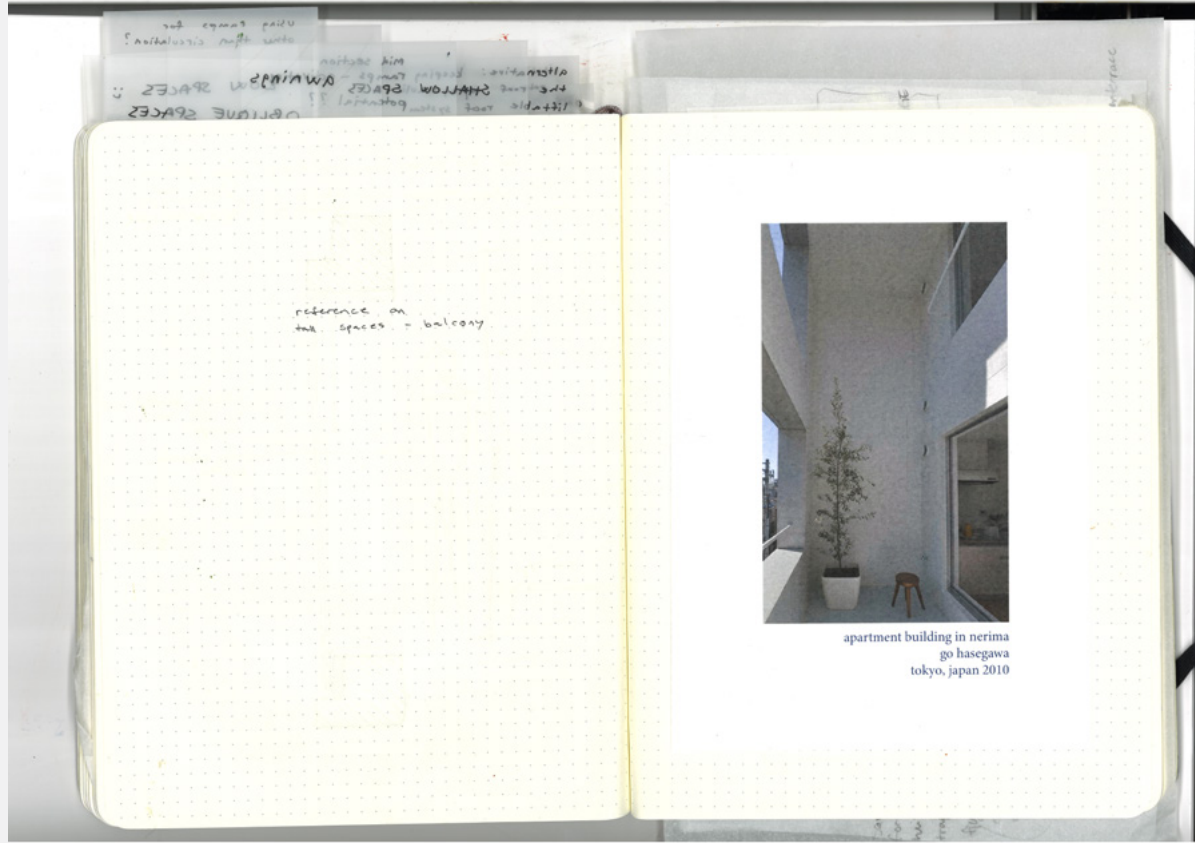



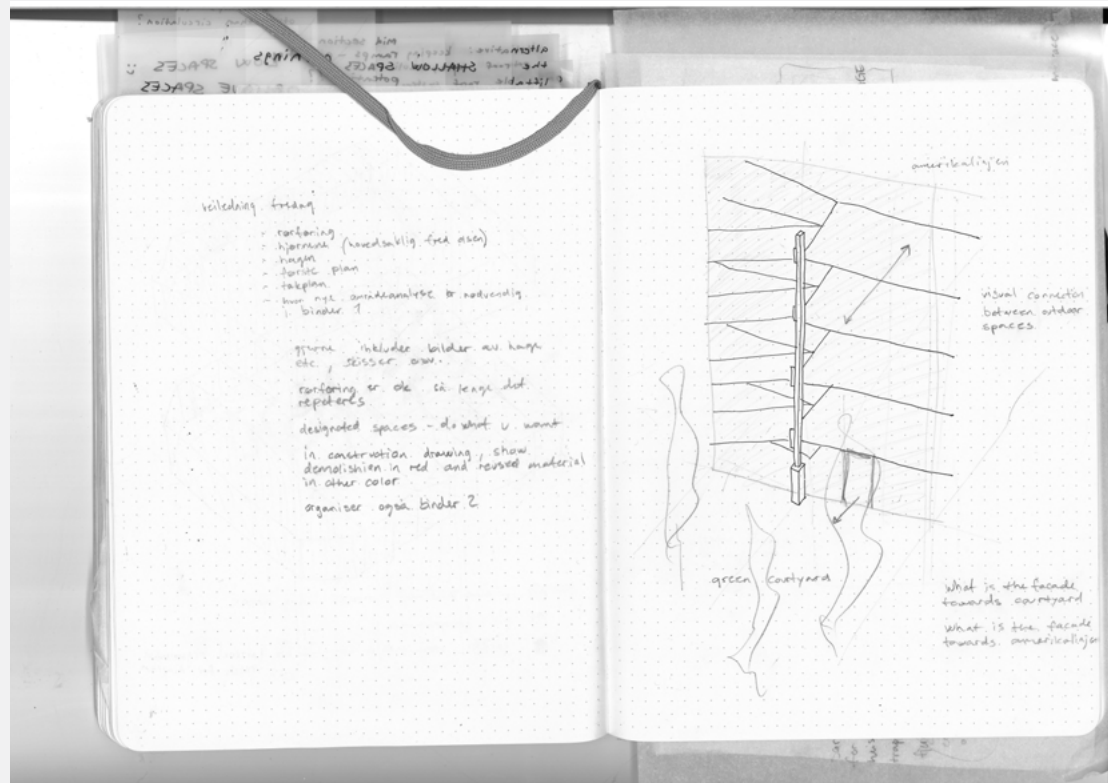
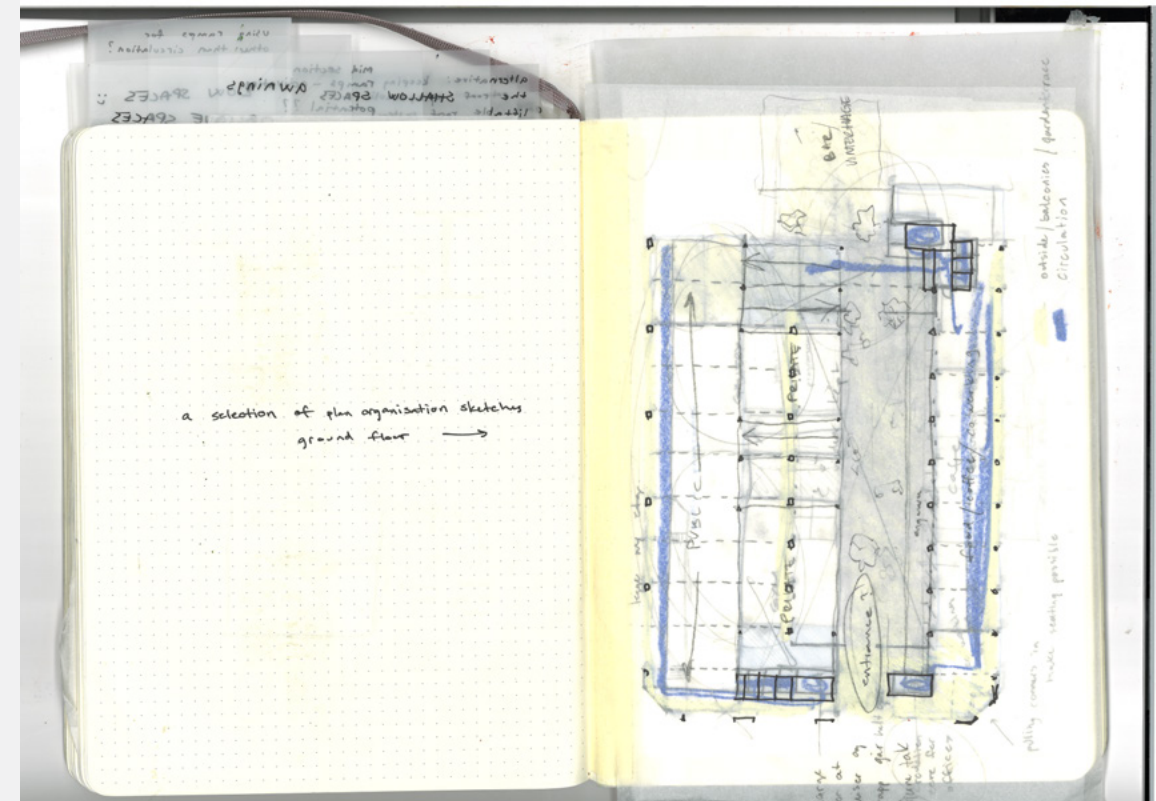
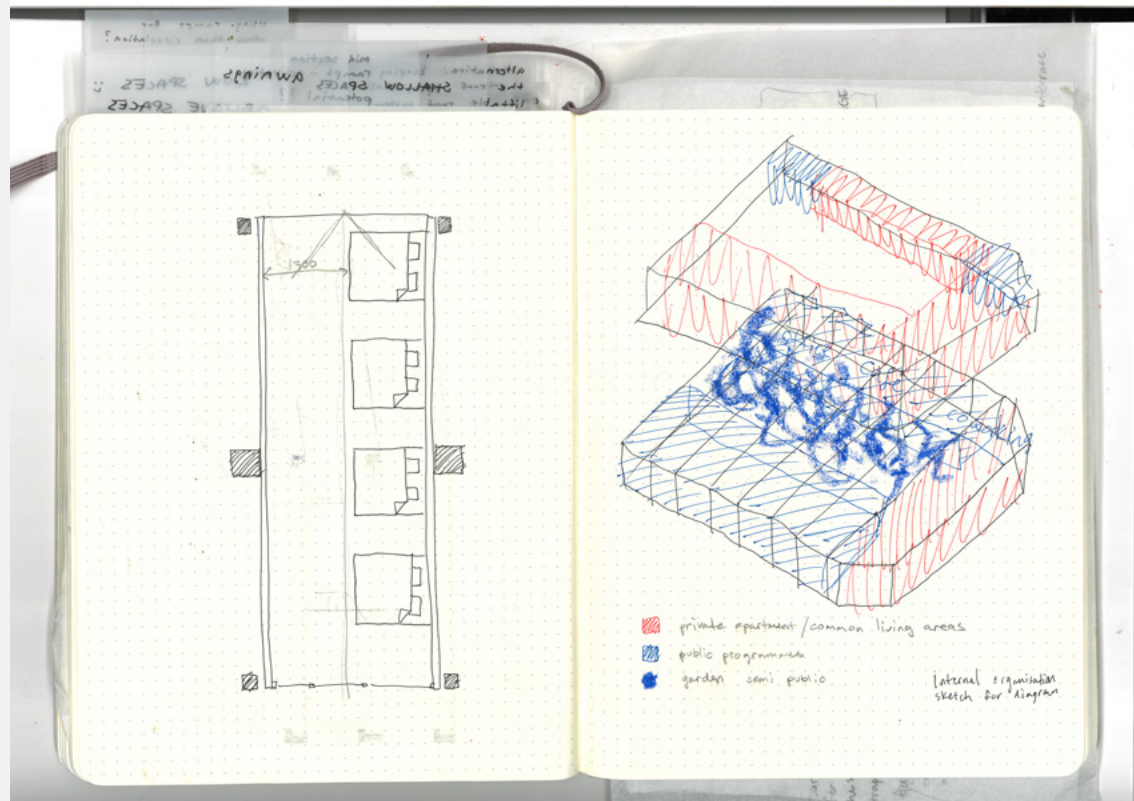
SHALLOW SPACES
 SHALLOW SPACES
 awnings
 fabric as room
 dividers?
 Gives possibility to
 choose the size of a
 space.

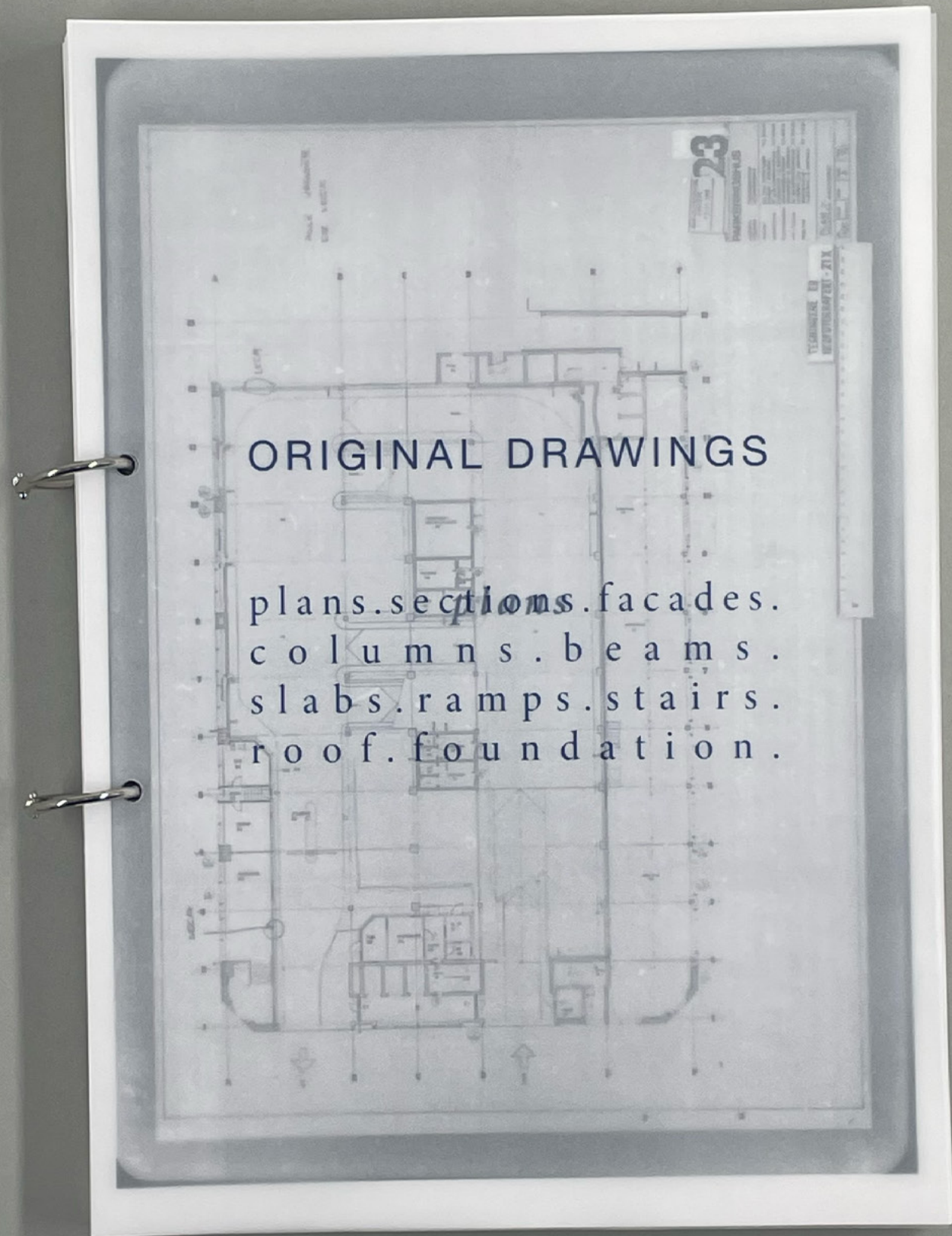



drawn
 out to the
 facade
 some places
 Entrance
 Bathroom





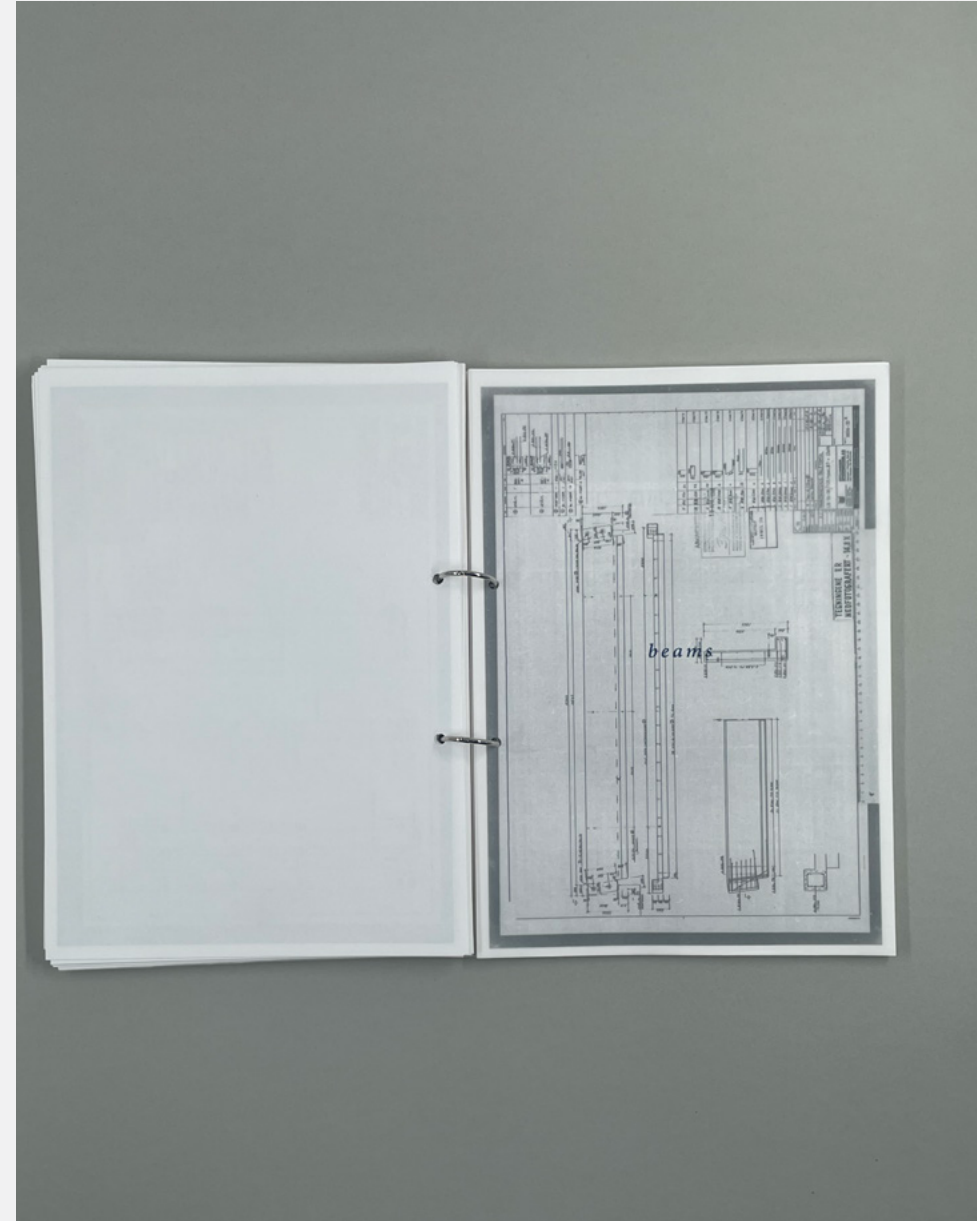


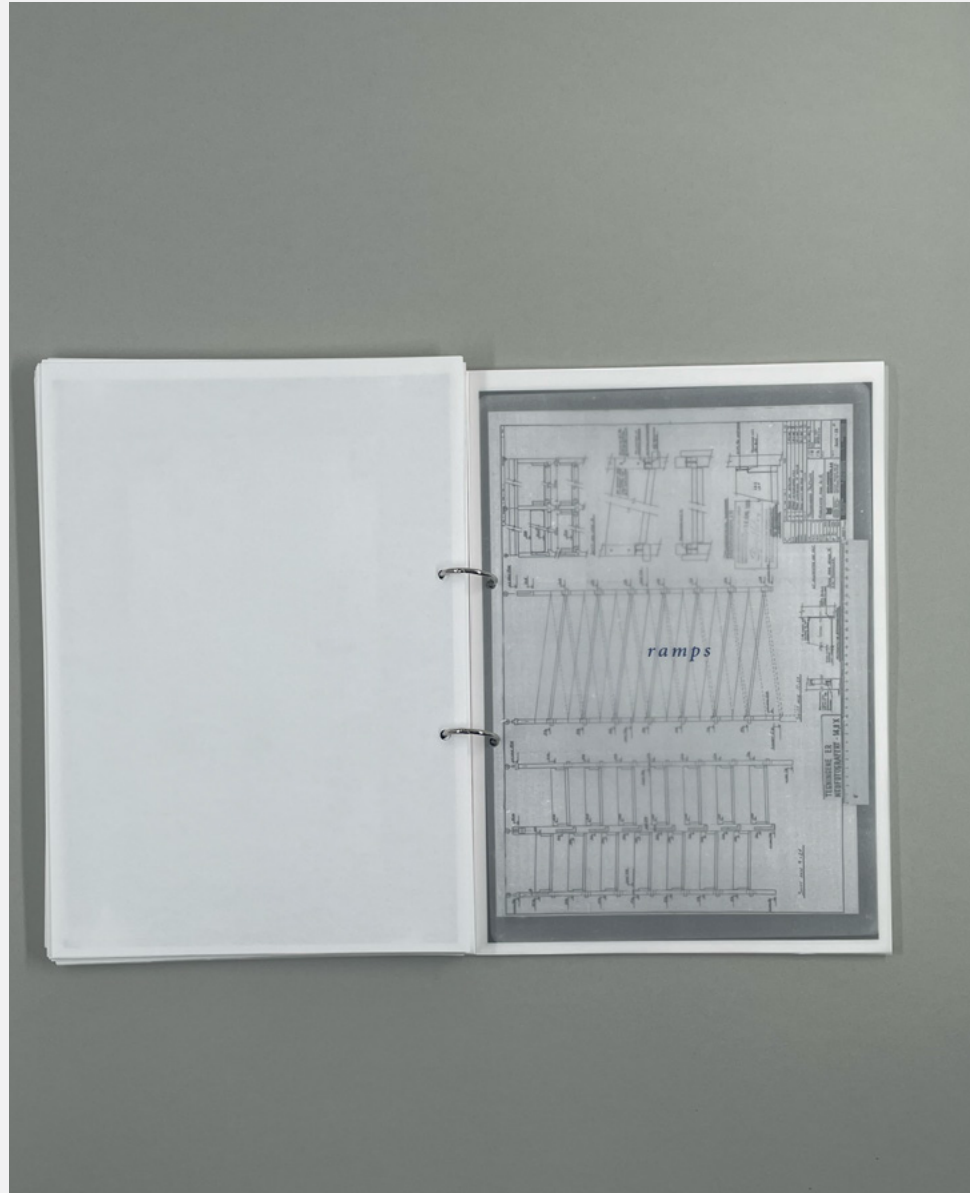


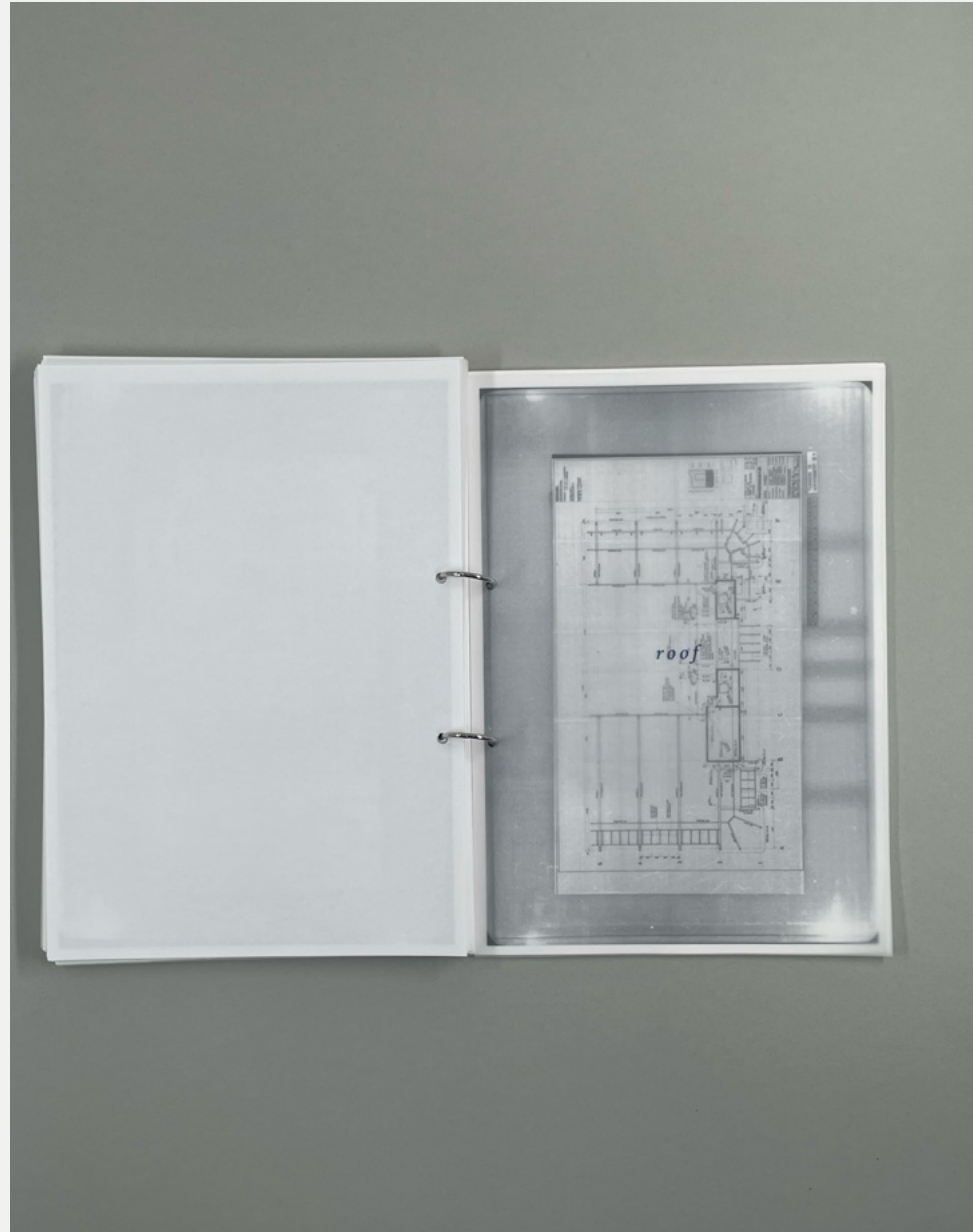
collected
original
drawings











demolition

book

Kjøper P-hus for å rive det

Bane Nor må skaffe ny bussparkering for buss for tog i Oslo sentrum. De har punget ut med 1 milliard kroner for Paleet P-hus.



Paleet P-hus er ikke byens vakreste. Nå skal det etter planen rives og blant annet bli buss-for-tog-terminal. Foto: Signe Dons



Hilde Lundgaard
Journalist

Publisert: 09.11.2021 19:25 | Oppdatert: 11.11.2021 14:33

Nyhetsbrev: Vink til helgen

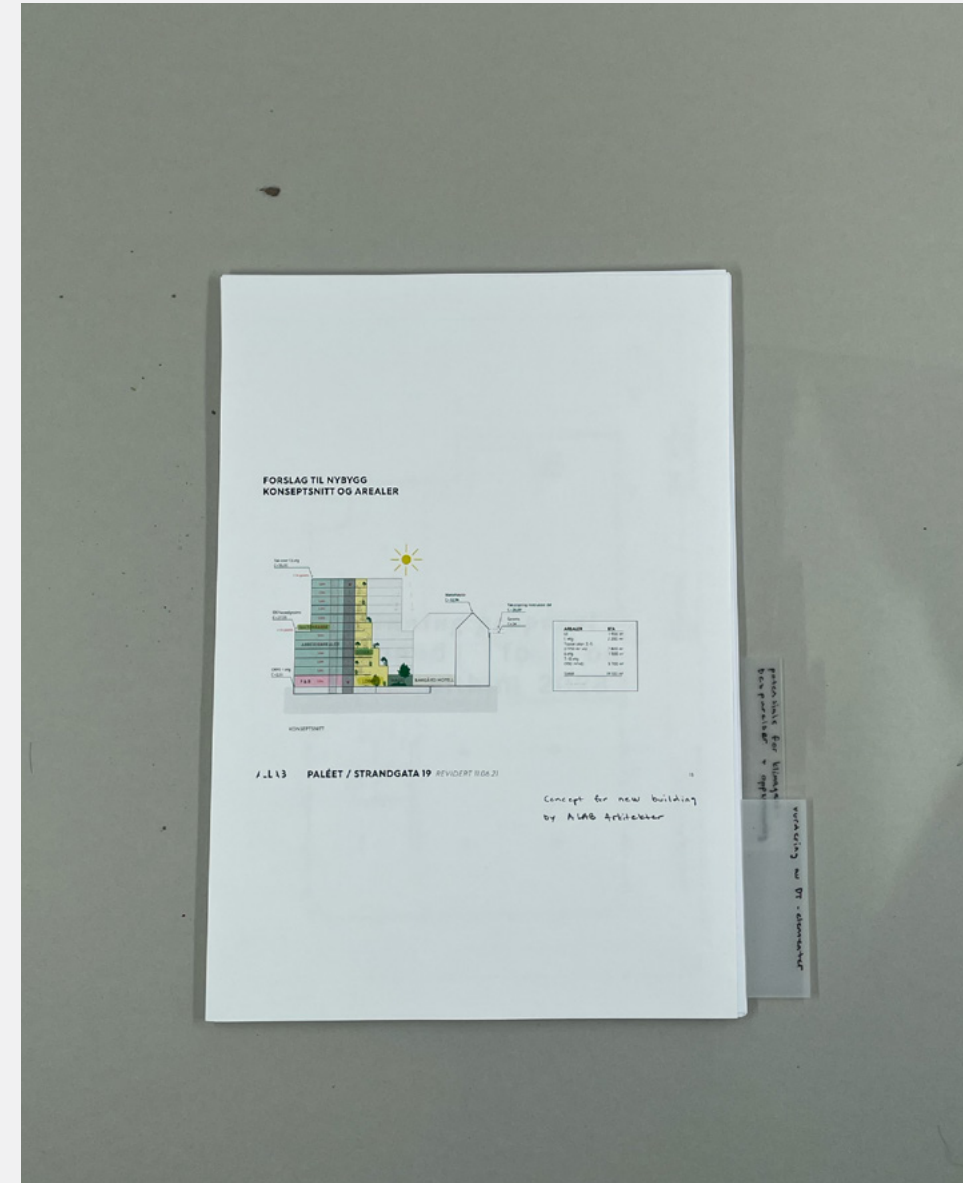
Hver uke forteller vi deg hva som skjer i Oslo i helgen. Vi deler ferske tips om gode spisesteder, kule opplevelser og ting å finne på i byen og i Marka. God helg!

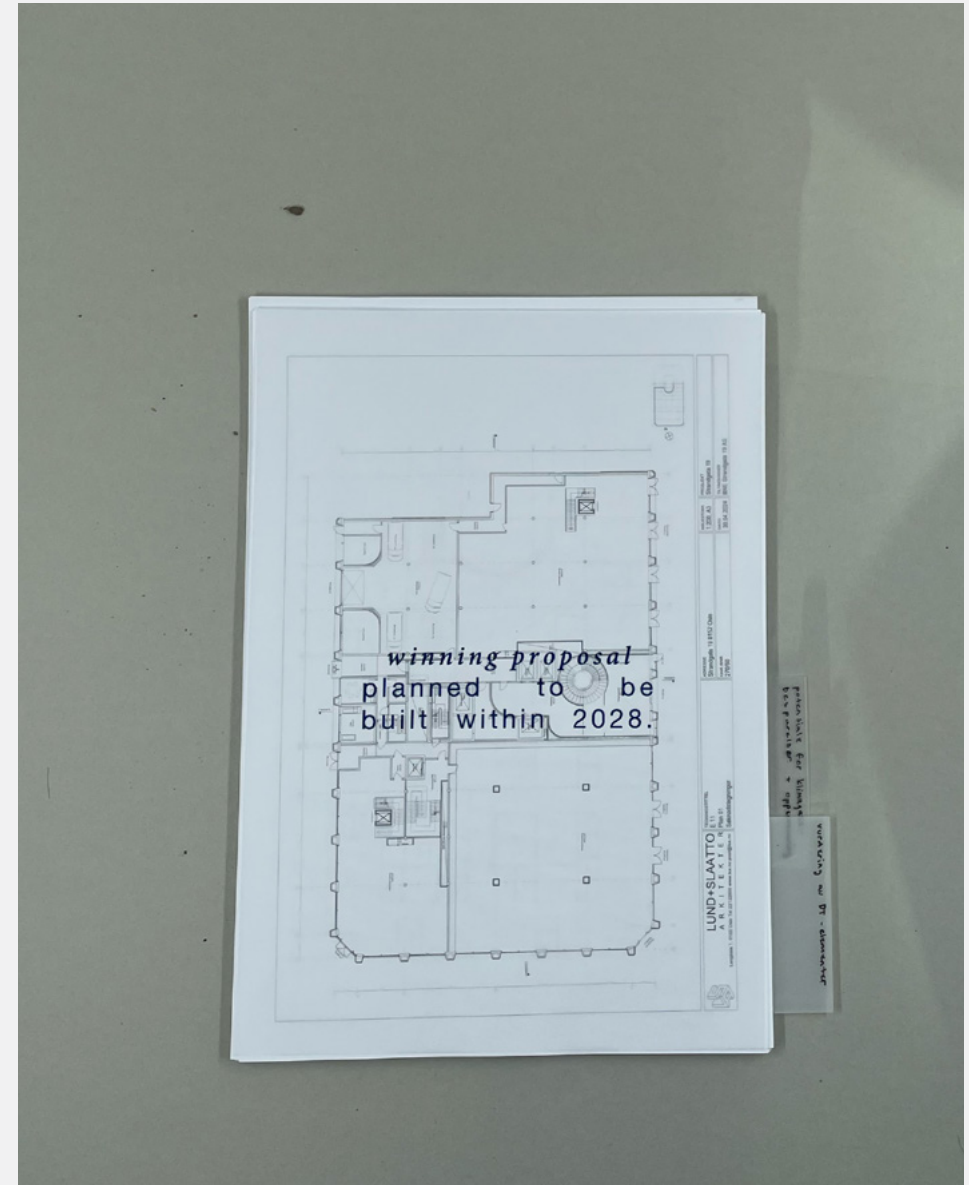
Det ligger på en av Oslos desiderte kremtomter tett ved Bjørvika. Men Paleet P-hus, nederst i Prinsens gate, har aldri vært spesielt høyt elsket. Det ni etasjers P-huset med en liten kontorfløy ble åpnet i 1986 og har de senere årene vært et av ganske få i sitt slag i indre by.

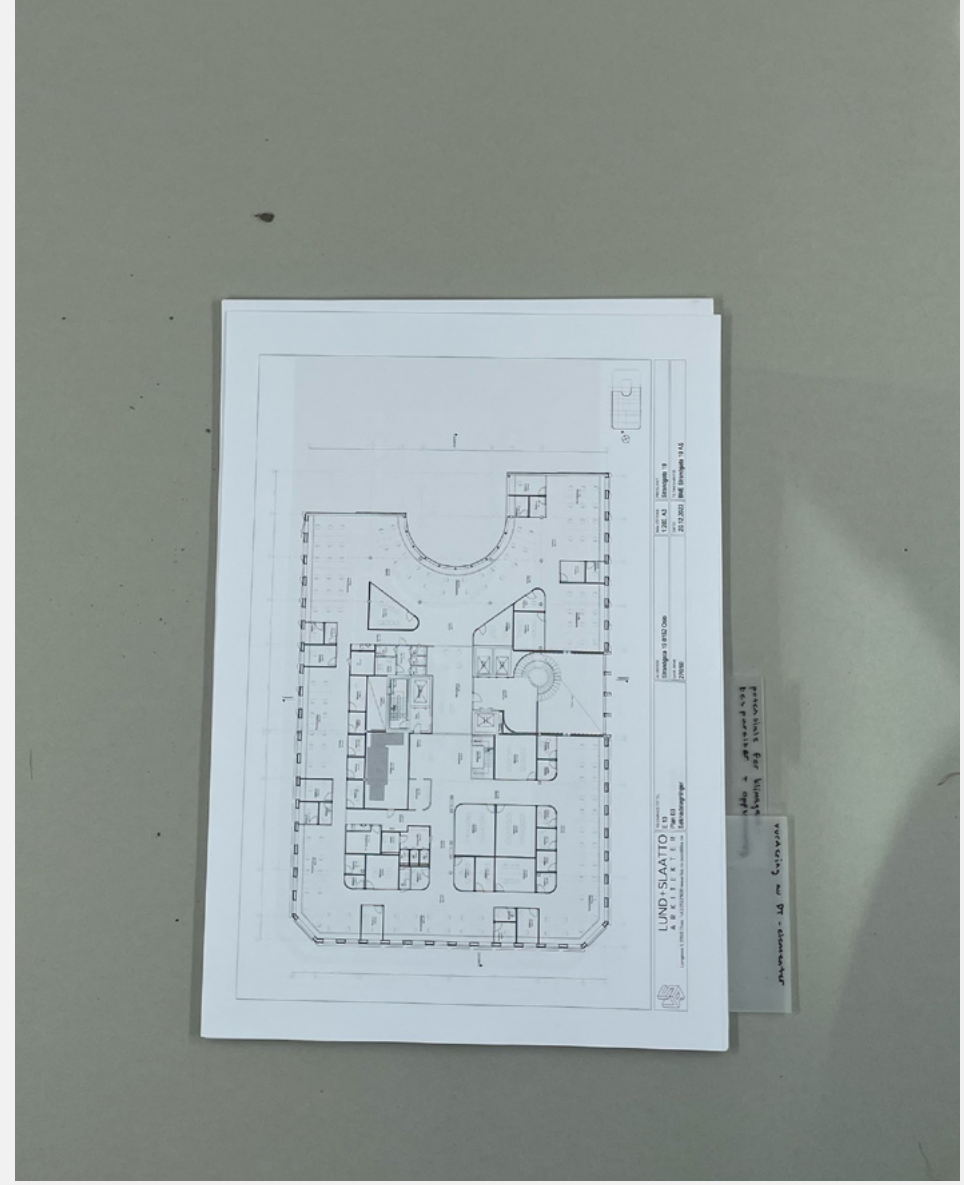
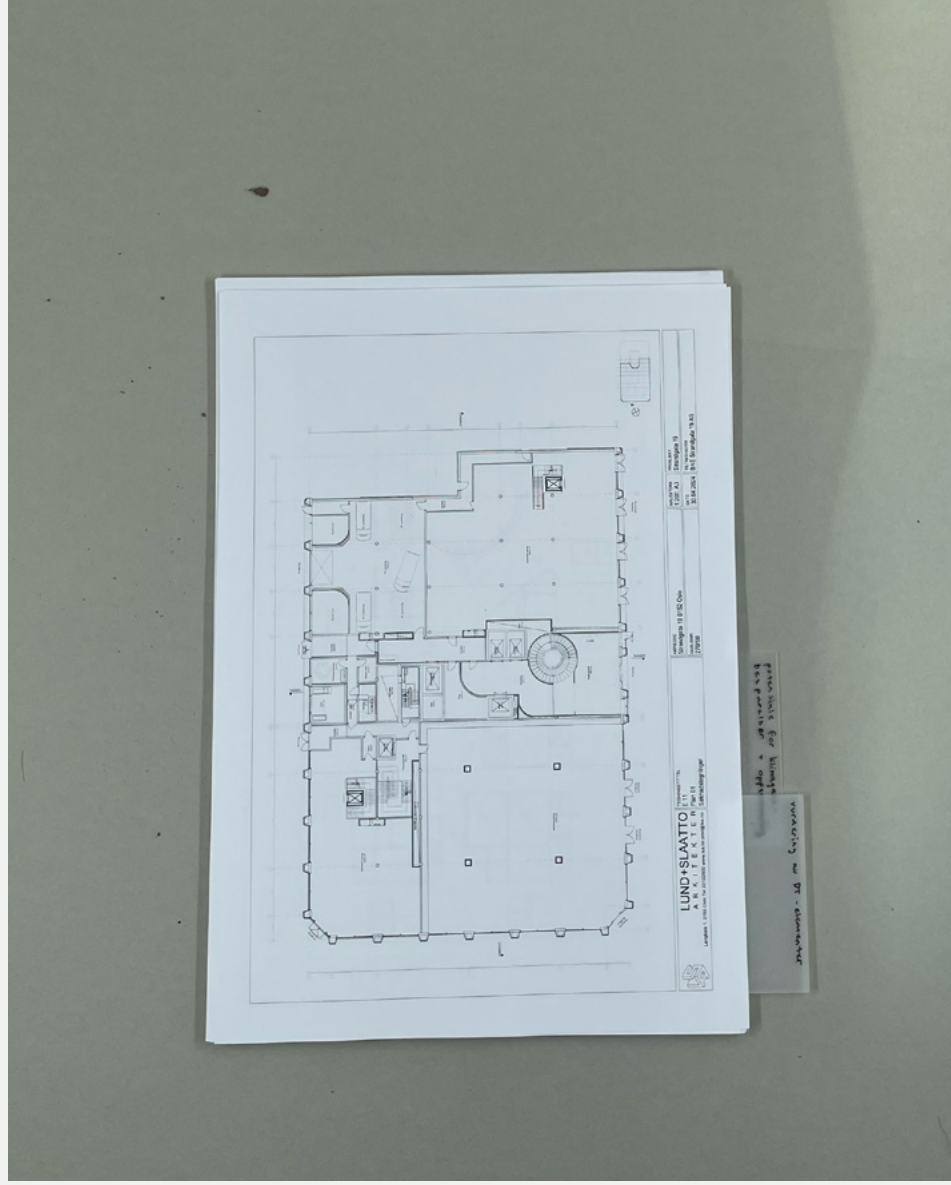
potensial for å bygge bussparkering + opply

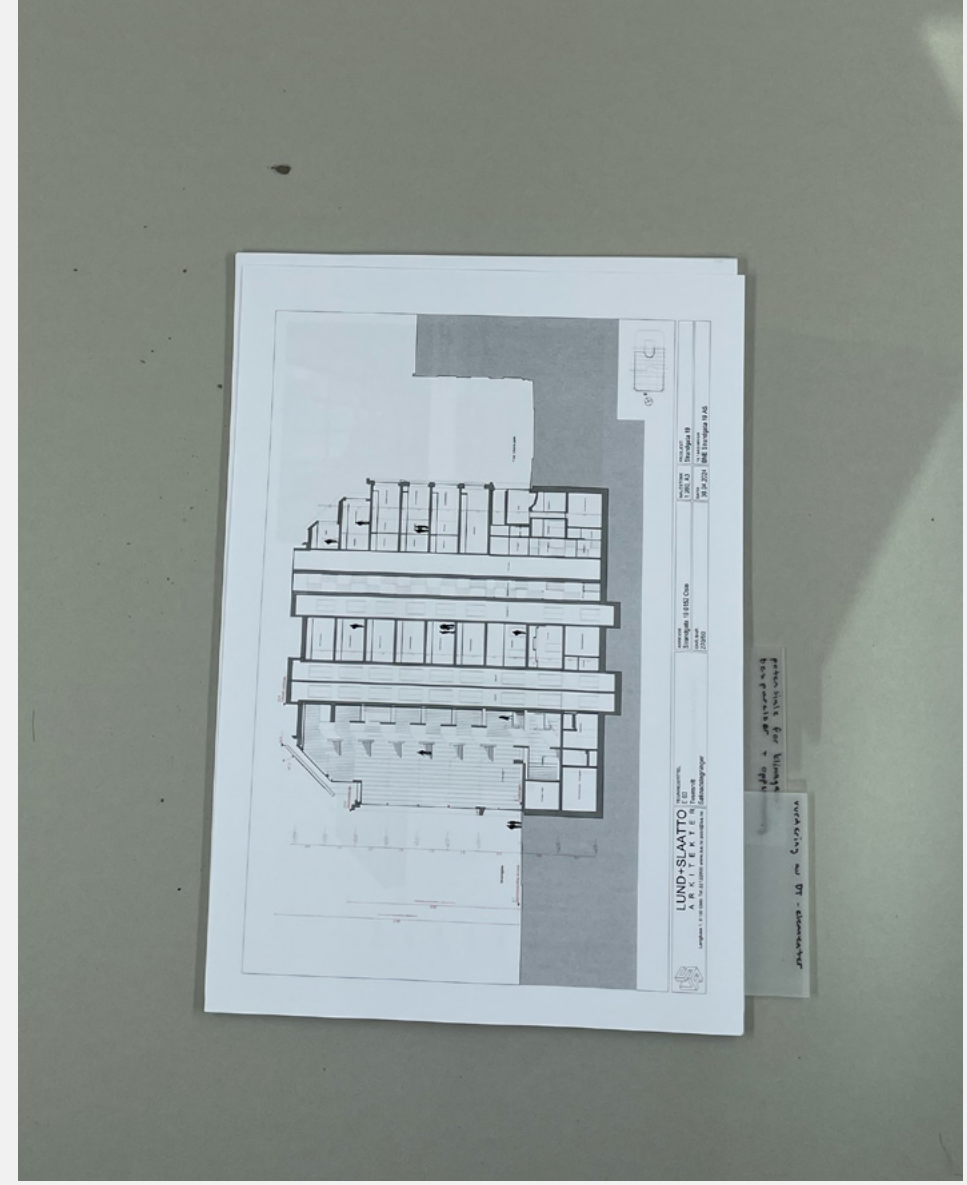
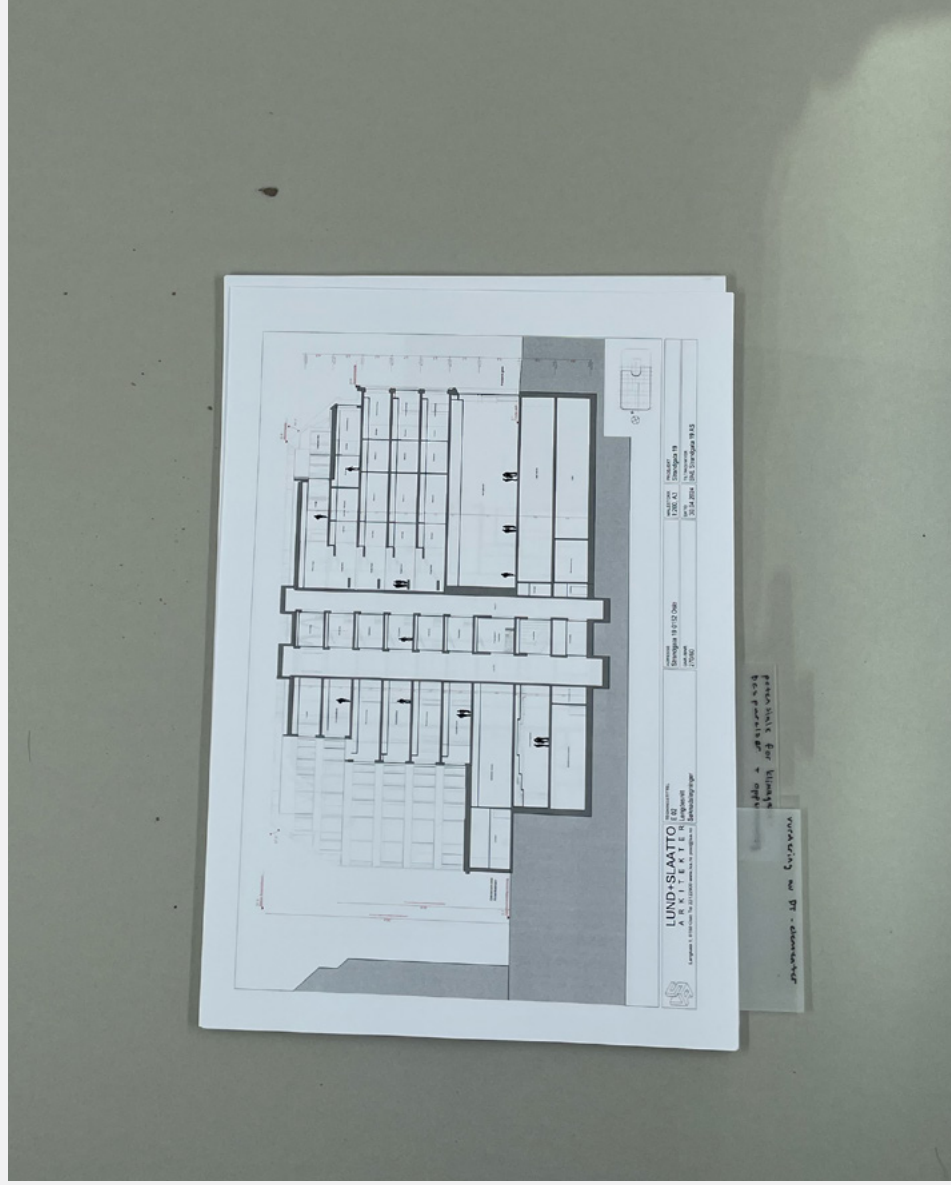
vaner i by - elementer

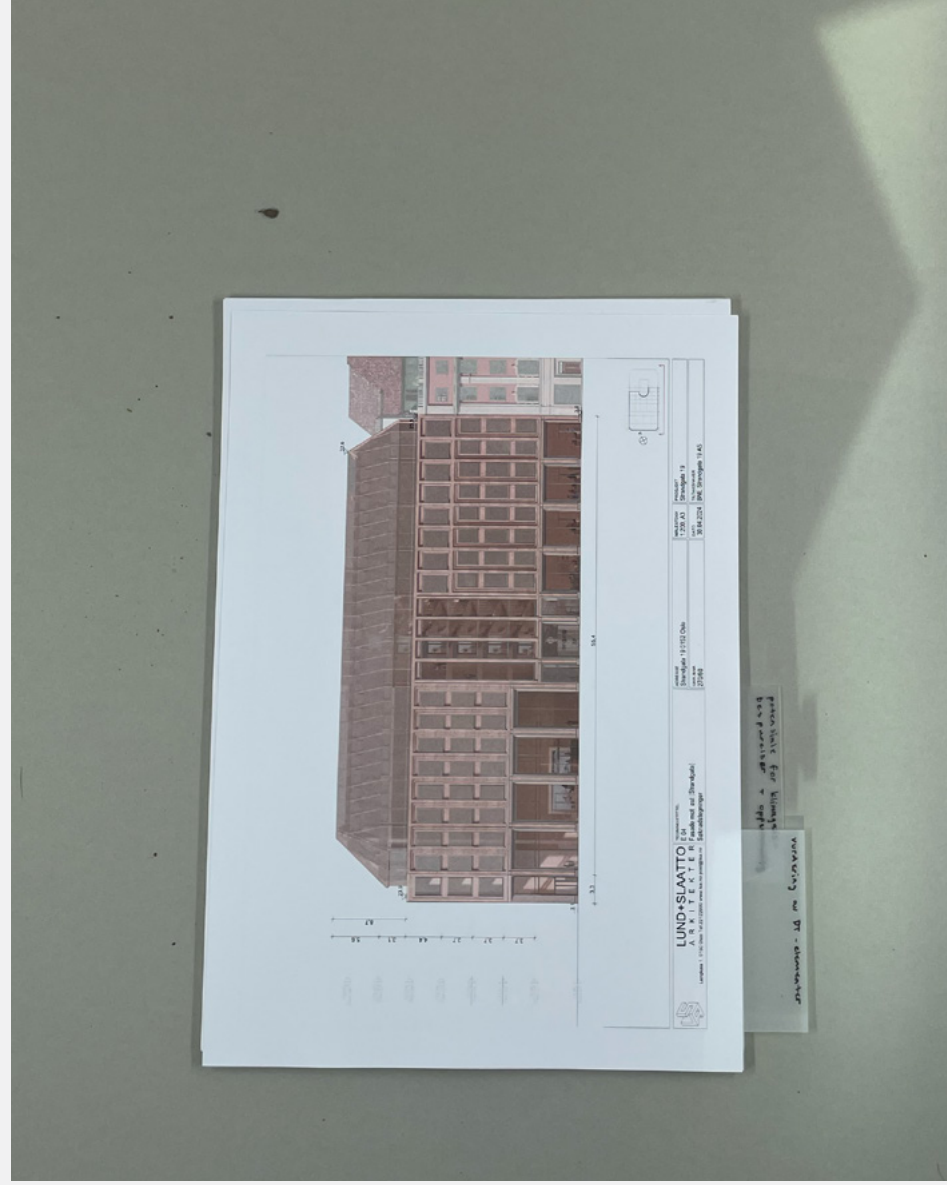












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TEGNINGS TITTEL
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 Fasade mot nord (Innvendig gårdrom/ atrium)
 Sakhåndtegninger

ADRESSE
 Strandgata 19 0152 Oslo

MALESTOKK
 1:200, A3

PROSJEKT
 Strandgata 19

DATE
 30.04.2024

TIL TAKSMÅNER
 BNE Strandgata 19 AS

vurdering av DT - elementer
 potensielle for klimag
 besparelser + opps

pre-diploma

PRE-
DIPLOMA

l i v e t
m e l l o m
h u s e n e

Karoline **MANVIK**
AUTUMN [2023]
@ **AHO**

